

THE "SIX"

Powerful 70-horsepower Studebaker-built engine
114-inch wheelbase—a BIG, roomy, comfortable car
Duo-Servo 4-wheel brakes, with safety hook-up

HONG KONG HOTEL GARAGE

25, Queen's Road C. & at Stubbs Road.

The China Mail

ESTABLISHED 1845

Dainty Eyeglasses

N. LAZARUS
Ophthalmic Optician
13, Queen's Road Central.

No. 27,614 HONG KONG, THURSDAY, OCTOBER 9, 1930. PRICE \$3.00 Per Month.

CANTON'S HEAD GOING NORTH.

General Chan Ming-shu in Colony.

CALL ON THE GOVERNOR.

Canton, Yesterday. In compliance with a telegraphic request from President Chiang Kai-shek, Chairman Chan Ming-shu of the Provincial Government will leave Canton by a gunboat for Hong Kong at 10 o'clock this evening and thence to Nanking.

It is understood that the chief objects of Chairman Chan's visit to Nanking are to interview President Chiang to report on the present civil affairs of Kwangtung; to report on behalf of General Chan Chai-tong on the Kwangsi situation; and to "com-fort" the Cantonese troops who are participating in the Northern campaign.

According to financial circles, a sum of \$40,000 will be taken by Chairman Chan to recompense the Cantonese troops in the North.

During the absence of Chairman Chan, Commissioner of Civil Affairs, Hsu Hsueh-ching, will act as Chairman of the Kwangtung Provincial Government.—Canton News Agency.

Arrival in Hong Kong.

Chairman Chan travelled to Hong Kong on board the Chinese gunboat Chung Shan, accompanied by Madame Chan, Mayor Lam Wan-koy of Greater Canton, Commissioner Tang Yin-wah of Reconstruction, Commander Tsai Ting-kai of the 6th Route Army, General Wong Keung, and Messrs. Yeung Kin-ping and Cheung Kung-ngai. They were preceded to Hong Kong by General Tong Man-kai who came here on the s.s. Taishan yesterday to make the arrangements for the Chairman's departure to the North.

The Chung Shan arrived in Hong Kong at 6 o'clock this morning and tied up to a buoy in the Kowloon Naval anchorage, off Shamshuipo. Immediately the Chung Shan arrived in port a Police launch went alongside and Detective Sergeants Flattery and Whelan and two Chinese detectives went on board and remained in attendance on Chairman Chan throughout his short stay in Hong Kong.

Local Callers.

At 7.30 a.m., Captain Colman, A.D.C. to His Excellency the Governor, Sir William Peel, K.B.E., C.M.G., accompanied by the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and the Hon. Dr. S. W. Tso, O.B.E., LL.D., embarked on the Government launch Britannia at Queen's Pier and proceeded to the Chung Shan to pay a call on Chairman Chan.

Later, Dr. Li Siu-fan went out to the Chung Shan in his own motor yacht which he placed at the disposal of Chairman Chan, and at 8 a.m., Chairman Chan, accompanied by the Hon. Dr. Kotewall, Mayor Lam Wan-koy, Commissioner Tang Yin-wah of Reconstruction, and Mr. Leung Chik-wai, the Chairman's Private Secretary, came ashore in Dr. Li's yacht, and landed at Queen's Pier where a motor car from Government House was awaiting them.

Talk With the Governor.

The landing was an informal one, and there was no guard of honour. The party then proceeded by car to Government House where Chairman Chan paid his respects to Sir William Peel. This is the first meeting of the two present heads of the Governments of Hong Kong and Canton and their Excellencies conversed together for over an hour.

At about 9.15 a.m., Chairman Chan and his party, accompanied by Capt. Colman, left Government House, and drove back to Queen's Pier and proceeded in Dr. Li's yacht to the No. 6 Kowloon wharf, and embarked on the N.Y.K. s.s. Chichibu Maru, on which the Chairman is proceeding to Shanghai, whence he will travel to Nanking.

The Chichibu Maru left port at 10.30 a.m.

KUOMINCHUN FLEE TO THE NORTH.

Rebels Routed by the Nanking Forces.

RAIL SERVICE RESUMED.

Canton, Yesterday. General Chan Chai-tong has received a wire from the Secretary of the State Council, confirming the report of the Nationalists' capture of Chengchow last Monday. The defeated Kuominchun have retreated in a northerly direction, being closely pursued by the majority of the Nationalists, a portion of whom are now engaged in the clearance of the rebel remnants in the west of Hsincheng.

A message from Hsinhsiang intimates that Feng Yu-hsiang, withdrawing with 10,000 Kuominchun to the north bank of the Yellow River, intends to establish his temporary headquarters at Chao-tso, 25 miles north of the Honan border, in order to rally his remnants together.

Flanking Retreat.

Because of the obstruction by Shih Yu-san's troops against the passage toward Hsinhsiang and Changteh, the Kuominchun are compelled to adopt a flanking retreat to the southern sector of Shansi, in which Yen Hsi-shan has designated several districts, including Chowu, and Yung-cheng, temporarily to quarter the Kuominchun who are, however, required to push on to Shensi within the shortest possible time.

With the fall of Chengchow, the stronghold of the Kuominchun, the civil war is rapidly drawing to an early conclusion. Many Kuominchun and "grey" troops have since surrendered to the Nationalists, with the exception of about 80,000 whose fighting strength is materially weakened and whose surrender may be expected at any moment.

Fall of Heishihkuang.

The Nationalists under Liu Mou-yen have taken complete control of Heishihkuang, a strategic point midway between Chengchow and Loyang, thus entirely cutting the Kuominchun communications on the western section of the Lung-Hai line.

A Hankow message claims that the Nationalists under Yang Fucheng occupied the western railway station of Loyang on the 5th and that the fall of Loyang is imminent.

Marshal Chiang Kai-shek left Kaifeng for Chengchow on October 6, thus fulfilling his previous promise of spending the "moon festival" at Chengchow.

Railway Traffic.

The Tientsin-Tsinan railway service was resumed on October 5, communications on that line being completely restored. Tsangchow is stationed with a regiment of Manchurian troops who refrain from interfering with the railway administration.

The railway traffic between Hsuehchow and Kaifeng has been resumed since October 4, while that between Kaifeng and Chengchow will shortly be operating.

On the Ping-Han line, the express service can now reach as far as Hsincheng.—Canton News Agency.

10 a.m. Flying the Chinese National flag at the main mast.

Absence for Three Weeks.

Chairman Chan is accompanied on his visit to Nanking by Mayor Lam Wan-koy, Commissioner Tang Yin-wah of Reconstruction, and Messrs. Chik-wai, Kin-ping, and Leung Chik-wai, Madame Chan and the rest of the party from Canton. They returned to the Chung Shan after seeing the Chairman off, and will return to Canton this afternoon, sailing at 4 o'clock.

It is learned that Chairman Chan's absence from Canton will be for about three weeks.

SENSATIONAL HAUL OF DRUGS.

Heroin Found in Jam Tins.

ON ITALIAN TEAMER.

The China Mail learns that as a result of a raid yesterday by Revenue Officers, on the Italian ship Hilda, one of the most sensational hauls of drugs yet known in the Colony was made. An interested crowd gathered on the waterfront at about 2.15 p.m., when about 40 large wooden packing cases, each measuring about 8 ft. x 4 ft. x 1 ft., were landed. The cases were all marked E.R., and were consigned to a containing jam and glass.

But, later, investigation proved otherwise. The cases did undoubtedly contain tins marked "Jam—Plum and Apple," "Jam—Gooseberry," and so on. And the tins appeared to be all properly sealed and secure. There was no makers' mark on them. But when the first batch were opened, came the big revelation. The jam was there sure enough—but so was the heroin!

It was neatly tucked away inside the tins amongst the jam, but once it had been located, the rest was easy.

Ingenious Methods. This would have appeared to be ingenious enough, but further disclosures were made when the cases containing glass were opened. It is customary when packing glass to divide the sheets with packing and thin slats of wood, the slats in this case being about 1/2-inch thick. Close examination of these slats showed that they were nothing else but thin plywood shells, inside which flat oblong tins, each packed with heroin, had been secreted. Each tin was about 6 ins. long by three inches wide. This is considered to be one of the cleverest methods of smuggling the drug yet discovered locally.

Came From Trieste.

The Hilda, the ship from which the haul was made, is an Italian vessel of 4,301 tons gross. She is commanded by Captain Tarabochia, and arrived here on Wednesday, mooring at Buoy A24. Her last port was Saigon, but she originally sailed from Trieste, via Venice, Brindisi, Indian ports, and Singapore. She is controlled by the Lloyd Triestino Navigation Company, whose local agents are Messrs. Dodwell & Co., Ltd. According to Lloyd's Register, her port of registry is Lussinpiccolo, in Italy and her owners, the Societa Anonima de Navigazione a Vapore, "Lussino." It is understood that the exact amount of the haul, although very large, has not yet been definitely ascertained.

THEFT FROM EMPLOYER.

Discharged from the Yu Heung Yuen shop at Halphong Road, for careless work, an employee returned to the premises to get his clothing. He stayed for the night, and at four o'clock, this morning, the master of the shop saw him standing near the counter. He remonstrated with accused, who admitted that he had stolen \$10 in money and four packets of cigarettes.

On accused's appearance, before Mr. H. R. Butters at the Kowloon Police Court to-day he was sentenced to two months' hard labour.

Detective Sergeant Humphreys prosecuted.

FINE STILL.

The Royal Observatory's weather report to-day states: A belt of high pressure extends from the upper Yangtze Valley to N.E. of Japan.

There are indications of a depression or typhoon about 250 miles E. of April.

Forecast: N.E. winds, moderate; fine.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 94.76 inches against an average of 78.08 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was—

Hong Kong	73
Macao	68
Pratas Island	77
Manila	76
Fochoo	72
Amoy	67
Swatow	72
Chefoo	56
Shanghai	56

DOMINIONS MUST HELP

BRITAIN DEFENDS ON HER IMPORTS.

WORLD SURPLUS.

INDIA DECIDES TO SIT ON THE FENCE.

London, Yesterday.

At the Plenary Session of the Imperial Conference to-day, which discussed Imperial economics, Sir Manubhai Nandshankar Mehta, Premier of Bikaner, Rajputana, and Sir Robert Borden, K.C. (Canada), attended, together with other delegates and their staffs.

In a statement by Mr. J. H. Thomas, Secretary for the Dominions, attention was drawn to the fact that while Empire trade as a whole had developed similarly with that of other Empire countries, the British portion had declined partly owing to the fact that the Dominions had developed their own industries.

Great Britain was almost exclusively dependent on her im-

ports of food and raw materials, and if she were unable to maintain a standard of living she was consequently unable to buy as much as she would like from the Dominions.

Economic Paradox.

Great Britain appreciated the preferences which the Dominions accorded her, but she hoped that the Dominions would not be un-mindful of the value of the Imperial connection. Mr. Thomas also dwelt on the economic paradox of over-production, and said that the people were hungry because there was too much wheat in the world; and clothes because there was too much cotton grown. They had got to tackle that problem by realising that "there is a common pool to which we are all going to contribute something."

Australia's Policy.

Mr. James Scullin, the Premier of Australia, in the Conference, said that Australia's policy was to encourage the Australian manufacturer and then secure to British industry the lion's share of the Commonwealth import trade. He would like to see consultations between British and Australian industrialists to make satisfactory adjustments.

Mr. Forbes, Premier of New Zealand, expressed the opinion that tariff preference was the most effective method of increasing inter-Imperial trade.

Mr. Bennett (Canada) suggested that the Empire nations should subscribe to the principle of Empire preference, and put it into effective operation without delay. He considered that Empire free trade was neither desirable nor possible and suggested the establishment of committees in each country concerned.

Ireland's Grouse.

Sir Geoffrey Corbett (India) said that India was ready to consider favourably all schemes designed to encourage the development of trade with all the other countries in the British Commonwealth, but she was not prepared to depart from her present policy of discriminating protection. Therefore, she was unable to com-

mit herself to any general scheme of tariff preference within the Empire, but must reserve complete freedom to deal with each case as it arose.

Mr. McGilligan, Minister of External Affairs to the Irish Free State, said that if the negotiations for trade agreements were initiated certain members of the Commonwealth, such as South Africa, New Zealand and India, would doubtless realise that while the Irish Free State accorded their exports the full benefit of its preferential duties, they accorded no privileges whatever to the products of the Irish Free State.—Reuter.

Economic Blizard. Rugby, Yesterday.

At the Plenary Session of Imperial Conference to-day statements were made on behalf of each country within the Empire on the subject of inter-Imperial economic relations. It was arranged that the chief delegates should meet tomorrow to consider the subject in the light of these suggestions and declarations.

The Secretary for the Dominions, Mr. J. H. Thomas, speaking on behalf of the British Government, said that the Plenary Session gave the opportunity for setting out broadly the economic position of the various Dominions to be developed later in Committee. The difficulties each of the delegates was experiencing in the economic field was naturally uppermost in all minds, for the world had struck an economic blizard. The circumstances of the last 12 months not only altered their whole conception of things, but created unprecedented difficulties.

Examining the facts as recorded in the trade returns, he said that the volume of 1920 trade was roughly 20 per cent. greater than in 1918. Empire trade on the whole had also increased by just about that amount. For the same period, however, the United Kingdom share of that trade was less by 26 per cent.

Decline of Imports. Turning to 1930, the United Kingdom imports had declined 12 per cent. compared with the corresponding period of 1929, and the exports had declined 19 per cent. Relatively the United Kingdom was in a more serious situation than the Dominions, where large new industries had developed which were doing trade hitherto done by Britain.

The United States had also made considerable strides, but her trade had increased mainly in motor cars and oil. It was fair to keep in mind the fact that the period 1914-17, prior to America's entry into the war, when Britain was otherwise engaged, gave her a very marked start.

(Continued on Page 7)

COLLECTIVE FARMS FOR BRITAIN?

Nationalisation of the Countryside. SOCIALIST THREAT.

London, Yesterday.

The nationalisation of the countryside (known to the Soviets as collective farming) as a panacea for the unemployment problem in Great Britain, was foreshadowed to-day by the Minister of Agriculture, the Rt. Hon. Dr. C. Addison, as the possible future policy of the Government.

Dr. Addison, who was addressing the Labour Conference at Llandudno, amplified what Mr. Ramsay MacDonald had said the day before, that the Government proposed to take the necessary powers to acquire land and start the organisation of committees with a view to giving the unemployed an opportunity of cultivating it. They also aimed at establishing demonstration farms throughout the country.—Reuter.

Yesterday Mr. Ramsay MacDonald said that the Government had decided that its most important work was to put the population on the land. They had produced schemes of organisation and would produce legislation making provision for a thousand families; also for the better working of forests and small holdings.

STOP PRESS

New York, Yesterday.

In accordance with the London Naval Treaty, Admiral Pratt, Chief of the U.S. Naval operations, has announced the reduction of the naval personnel by 4,800, a saving of over \$3,000,000 in the present fiscal year, and the immediate reduction of destroyers from 109 to 92, and submarines to a figure below the \$2,700 tons allowed by the Treaty.—Reuter's

ports of food and raw materials, and if she were unable to maintain a standard of living she was consequently unable to buy as much as she would like from the Dominions.

Economic Paradox.

Great Britain appreciated the preferences which the Dominions accorded her, but she hoped that the Dominions would not be un-mindful of the value of the Imperial connection. Mr. Thomas also dwelt on the economic paradox of over-production, and said that the people were hungry because there was too much wheat in the world; and clothes because there was too much cotton grown. They had got to tackle that problem by realising that "there is a common pool to which we are all going to contribute something."

Australia's Policy.

Mr. James Scullin, the Premier of Australia, in the Conference, said that Australia's policy was to encourage the Australian manufacturer and then secure to British industry the lion's share of the Commonwealth import trade. He would like to see consultations between British and Australian industrialists to make satisfactory adjustments.

Mr. Forbes, Premier of New Zealand, expressed the opinion that tariff preference was the most effective method of increasing inter-Imperial trade.

Mr. Bennett (Canada) suggested that the Empire nations should subscribe to the principle of Empire preference, and put it into effective operation without delay. He considered that Empire free trade was neither desirable nor possible and suggested the establishment of committees in each country concerned.

Ireland's Grouse.

Sir Geoffrey Corbett (India) said that India was ready to consider favourably all schemes designed to encourage the development of trade with all the other countries in the British Commonwealth, but she was not prepared to depart from her present policy of discriminating protection. Therefore, she was unable to com-

mit herself to any general scheme of tariff preference within the Empire, but must reserve complete freedom to deal with each case as it arose.

Mr. McGilligan, Minister of External Affairs to the Irish Free State, said that if the negotiations for trade agreements were initiated certain members of the Commonwealth, such as South Africa, New Zealand and India, would doubtless realise that while the Irish Free State accorded their exports the full benefit of its preferential duties, they accorded no privileges whatever to the products of the Irish Free State.—Reuter.

Economic Blizard. Rugby, Yesterday.

At the Plenary Session of Imperial Conference to-day statements were made on behalf of each country within the Empire on the subject of inter-Imperial economic relations. It was arranged that the chief delegates should meet tomorrow to consider the subject in the light of these suggestions and declarations.

The Secretary for the Dominions, Mr. J. H. Thomas, speaking on behalf of the British Government, said that the Plenary Session gave the opportunity for setting out broadly the economic position of the various Dominions to be developed later in Committee. The difficulties each of the delegates was experiencing in the economic field was naturally uppermost in all minds, for the world had struck an economic blizard. The circumstances of the last 12 months not only altered their whole conception of things, but created unprecedented difficulties.

Examining the facts as recorded in the trade returns, he said that the volume of 1920 trade was roughly 20 per cent. greater than in 1918. Empire trade on the whole had also increased by just about that amount. For the same period, however, the United Kingdom share of that trade was less by 26 per cent.

HOW TO KEEP A WIFE HAPPY.

Sound Advice by Capt. Robert Dollar.

COMING TO COLONY.

We are informed by the Dollar Steamship Line that Captain Robert Dollar's itinerary has been changed, and that the veteran shipowner will not arrive in the Colony on Saturday next.

Captain and Mrs. Dollar, accompanied by Mr. O. G. Steen, General Manager of the Dollar Steamship Lines, in Shanghai, will arrive at Hong Kong on the President Fillmore on Saturday, October 18, and will leave for Manila on Sunday morning, October 19. The party will stay in the Colony for one week on their return journey in November.

This "honeymoon" cruise of Capt. and Mrs. Dollar is their thirty-second trip together to the Far East. Captain Dollar's "Rules" for keeping a wife happy, are as follows:—

"Her Place in the Home."

- 1—Keep her out of business; her place is in the home.
- 2—Maintain a bank account; start it early, strive, make your savings a nucleus for the future.
- 3—Own your own home, even if it is humble at the beginning.
- 4—Raise a family early; it binds the home ties, and keeps one out of mischief.
- 5—Never drink intoxicating liquors.
- 6—Be honest, sincere and scrupulously straight.
- 7—Be kind, generous and devoted to each other.
- 8—Be thoughtful; always think of her welfare.
- 9—Be cheerful, be optimistic, be happy yourself.
- 10—Be a tireless worker; keep regular hours at work and at home.

As Captain Dollar finished, his wife, with a blush, remarked: "And I have ten rules on 'How to Keep a Husband Happy'."

The shipping magnate was surprised at her remark. With a wink, he turned to his interviewer and said:

"Really? Well, if she has different ideas I want to know them."

10 Rules to Keep a Husband.

- 1—Don't be fancy; plain things are the direct route to happiness.
- 2—Be economical; save his money.
- 3—Be a good housekeeper; be neat, clean and tidy.
- 4—Be his best friend—his companion.
- 5—Be persistent; struggle for and win him.
- 6—Be kind and truthful.
- 7—Be gentle and thoughtful.
- 8—Be unfaltering in religious beliefs.
- 9—Be tender and devoted to the family.
- 10—Cook wholesome meals for him; keep him healthy.

Every morning, Mrs. Dollar motors with her husband to the station. He is a familiar figure to thousands of daily north bay commuters. And each evening she awaits his return at the railroad station.

Reading newspapers and conversing in French are the evening hobbies of the pair.

POLICE CHRISTMAS CARD.

This year the members of the Police Force will use a Christmas card of their own design. The centre piece will be a group photograph representative of four units of the force. Seated in the centre of the group are the Divisional Inspector Central and a European Sergeant in full dress uniform with spikes on their helmets, and forming a semi-circle behind them stand two Indian policemen in the centre with two Cantonese and two Shantung men on either side. The photo was taken by the Police photographer, Inspector Vincent, this morning, outside the Headquarters Building, in front of the main entrance leading to the Hon. I.G.P.'s Office. Mr. T. H. King, personally supervised the taking of the photo. The "Dandy Brigade" (the C.I.D.) and the Russian contingent have no place in the photo. "Poor fellows; they must feel slighted!"

Two women, two men, and three children "jumped from" an upstairs window of a house in Fringle Street, Trindon, Durham, into the arms of rescuers when a fire prevented their escape by the stairs.

Lieut.-Col. W. D. Allan, Inspector of Constabulary for Scotland, has been appointed an Inspector of Constabulary for England and Wales, to succeed Sir Leonard Dunning, who has retired.

(Continued on Page 7)

CHENGCHOW CITY IN CONFUSION.

Daily Bombing Raids by Nanking Planes.

JOINT ATTACK LAUNCHED.

Peking, Monday.

Heavy artillery exchanges are taking place intermittently between the Nationalists and the Kuominchun in the West of Chengchow. The daily raid by Nationalist planes has plunged Chengchow city in great confusion. The Nationalists on the Lung-Han and Ping Han have been able to converge in the suburbs of Chengchow, against which they are launching a joint attack. The inhabitants are much perturbed. Foreigners have taken refuge in the missionary buildings.

Marshal Chiang Kai-shek proceeded to Kaifeng on October 4, where he summoned Generals Chu Shao-liang, Fan Hsi-taik and Chang Chih-chung for a conference. The plans concerning the attack of Chengchow were discussed and adopted, and the generals at the front have been telegraphically instructed to capture Chengchow within three days.

Kuominchun Withdraw.

Feng Yu-hsiang is reported to have left Chengchow on October 5 for Shensi, where he desires to interview Yen Hsi-shan, concerning the rehabilitation problem.

Lu Chun-lin, Feng's right hand man, is now guarding Chengchow, pending the arrival of Generals Chang Chih-chung and Ma Fu-hsiang, delegates of the Central Government, for reorganisation, according to the latest advice.

The majority of the Kuominchun troops have withdrawn to the southern districts of Shansi. Some 30,000 are now assembling on the north bank of the Yellow River, with the object of retreating into Shansi, via Hsinhsiang and Shensi. It is understood that Kuominchun delegates have been sent to negotiate with Shih Yu-san, requesting the latter's permission to allow the Kuominchun passing through his area.

In view of the overwhelming number of Kuominchun being gradually poured into the southern sector of Shansi, much suspicion has been aroused among the Shansi generals, as there is apprehension that the Kuominchun may usurp their (Shansi) sphere of influence. Hence strong opposition against the Kuominchun's entry into Shansi has been voiced by the Shansi generals before Yen Hsi-shan whose attitude in this matter is not yet manifest.

Bridge Destroyed.

The Changteh and Changho bridges have been destroyed by the Shansi-ites to prevent the penetration of the troops under Shih-Yu-san and Feng Yu-hsiang.

Fearing the invasion of the Manchurian troops into Charhar and Suiyuan provinces the Shansi troops under Hsiang Chen garrisoning Taiyuan are being transferred to Tatung on the Shansi-Charhar border with a view to relieving the tense situation in the two provinces.—Canton News Agency.

Other News.

Shanghai, Yesterday. According to reports from Mukden it has been announced that Chang Hsueh-liang will formally assume the office of Vice-Commander-in-Chief of the National Army, Navy and Air Forces on the 9th inst.

It is officially announced from Kaifeng that four ranking Kuominchun commanders, Chi Hung-chang, Chang Tzu-chung, Chang Yin-hsiang and Ko Yun-lung, have declared allegiance to the Central Government, the severance of relations with Feng Yu-hsiang, and acceptance of posts in the National Army.

Chiang Kai-shek went to Chengchow from Kaifeng this morning to inspect the conditions and devise rehabilitation measures.

Loyang is still in the hands of the Kuominchun forces, but owing to the collapse of the insurgents in the Chengchow area, the defenders are seeking to arrange a surrender.—Reuter.

Phone 20022 FOR CLASSIFIED ADVERTISING

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

FOR SALE

PEAK.—Small House for Sale. Furnished or unfurnished. Apply Box No. 656, c/o "China Mail."

TO LET

TO LET.—No. 13, 16, 20, 23, Shou-son Hill Road, Deep Water Bay. Apply Mr. Ng Kam-chung, c/o Nan Yang Bros. Tob. Co., Ltd., 165, Des Voeux Road, Central.

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed—"China Mail" Office, No. 3A, Wyndham St. Telephone 20022.

TUITION GIVEN

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local),
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER.
(National Proctol Higher Certificate).

ALEXANDER'S INSTITUT DE BEAUTE



For the best Permanent Finger & Nail Waves. Hair Cutting and Manicure for Ladies & Gentlemen.
Peder Bldg. 1st floor. Room 5
Tel. 25169.
Opposite entrance H.K. Hotel.

PHOTO - SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.
ZIESS and BUSCH
FIELD GLASSES
Price Moderate.
A Trial Order is Solicited.

A. SEK & CO.

Tel. No. 23459.
26A, Des Voeux Road C.
Hong Kong.

Special offer of 50% discount on:—

PRINTED AND PAINTED
DANCING COATS, HAPPY
COATS, AND COOLIE
COATS, AT:—

KASHMIR SILK STORE.

Opposite Queen's Theatre.

This genuine offer will last
till 11th, Oct. 1930.

COASTWISE

by
"ALGIE" BENNETT.

An interesting book of
Cartoon depicting
"Happenings" on the
China Coast

PRICE \$1.00.

Now on sale at
BREWERS
WHITEWAY, LAIDLAW
EXCELSIOR BOOK STORE.
and at the Publishers
The Newspaper Enterprise, Ltd.
China Mail Building.

Hotel Strathcona

VICTORIA, BRITISH COLUMBIA
Make this Hotel your headquarters while visiting Victoria, B.C. Ideally situated and within easy access to all the famous Beauty Spots in and around Canada's Island Resort.

The Hotel where personal service makes your stay enjoyable.

RATES MODERATE.



CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.

(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.

Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.

Terms very moderate. Reservations by letter or cable.

CLAREMONT

Tel.: 57389 & 57385 (Private).
Telegraphic Add.: "Fern" H.K.
Our motto is "SERVICE."

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

The undersigned have received instructions to sell by Public Auction

ON
THURSDAY, October 9, 1930,
commencing at 5.15 p.m.,
at their Sales Room,
Duddell Street.

A Fine Collection of
POSTAGE STAMPS.
On View from Wednesday, October 8, 1930.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers
Hong Kong, October 7, 1930.

AN INTRODUCTORY HISTORY

by
A. H. CROOK, O.B.E., M.A.
W. KAY, M.A.
W. L. HANDEY, M.A., B.Sc.

PRICE \$2.00.

NOW ON SALE AT THE
PUBLISHERS

The Newspaper Enterprise Ltd.
China Mail Offices.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Evans, Hong Kong Hotel, from Tokyo.
Tong Yung-lee, China Commercial Co., China Building, from Shanghai.
Tokawa, from Hakodate.
Sanwako, from Hakodate.
Silyer, from Kobe.
Kirach Braun, care of Cooks, from Shorewood.
E. V. JESSEN, Superintendent.
Hong Kong, 8th October, 1930.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:—
Mrs. Nan King, Care Canadian Pacific, from Manila.
Norman, from Manila.
Jose Sing Manuel Chang Chiu Sing Chum, 119, Wing Lok Street, from Mexico City Mex.
S. LACK, Superintendent.
Hong Kong, October 2, 1930.

GENERAL NOTICES

BANK HOLIDAYS.

IN Accordance with Ordinance No. 7 of 1930, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, the 10th of October (Anniversary of the Chinese Republic).
Hong Kong, October 7, 1930.

NOTICE.

ON the 10th OCTOBER, the CHINESE NATIONAL DAY, we shall be "AT HOME" at the CITY HALL (St. George's Hall) from 11.30 a.m. to 12.45 p.m. All friends are cordially invited.

SHOU-SON CHOW,
R. H. KOTEWALL,
S. W. TSO.

SPORT NOTICES

HONG KONG RIFLE LEAGUE.

THE ANNUAL MEETING

will be held in the Offices of the Hong Kong Football Association, French Bank Building, 4th Floor on 10th October, 1930, at 5.30 p.m.

BUSINESS:

1. To read and confirm minutes of last general meeting.
 2. To adopt statement of Accounts.
 3. Election of Officers for ensuing year.
 4. Discussion on re-formation of Hong Kong Rifle Association and site for proposed new range.
 5. Any other business.
- All who are interested in Rifle Shooting are specially invited.

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on FRIDAY, 10th October 1930, commencing at 2 p.m. on both days.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 per day for Gentlemen and \$2 per day for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE
The Price of admission to the Public Enclosure is \$1 per day for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.
Bookmakers, Tio Tac men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,

C. B. BROWN,
Secretary.

Hong Kong, 4th October, 1930.

Just Received

Fresh Supply of
Reliable and Tested
Flower and Vegetable
Seeds

Messrs. Sutton & Sons, Reading

The opportunity of serving you will be a pleasure and your commands will have our best attention.

GRACA & CO.,

No. 10, WYNDHAM STREET,
P.O. Box No. 620. HONG KONG.

RELIABLE PRINTING

THE NEWSPAPER ENTERPRISE LTD.
CHINA MAIL BUILDING, 119, WING LOK STREET, HONG KONG.

'QUAKES IN EUROPE.

PANIC IN GERMANY AND SWITZERLAND.

NO CASUALTIES.

Berlin, Yesterday.
Widespread earthquake shocks were felt in South Germany, the Tyrol and East Switzerland after midnight.

Three shocks, each lasting from five to ten seconds, were felt in the course of ten minutes in some districts, where people were thrown from their beds, windows were broken and furniture was overturned.

The inhabitants of these places were in a panic.

Berlin, later.
It has been ascertained that the earthquake shock was felt particularly at Munich and in the Bavarian alpine districts. There were no casualties and no serious damage is reported.—Reuter.

ARISTOPHANES.

ROMAN CATHOLIC OBJECTIONS TO THE "LYSISTRATA".

The Lysistrata of Aristophanes, which was produced at New York recently and is having a very successful run, has become the objective of a violent attack on the immorality of the New York theatre.

The attack was opened under Cardinal Hayes, and Monsignor Lavelle, Rector of St. Patrick's Cathedral, when several thousand copies of a pamphlet published by the Catholic Theatre Movement were distributed throughout the archdiocese of New York, 1,500 being handed out at the door of the cathedral.

The work of Aristophanes manifests, according to this pamphlet, a "very inferior opinion of the taste and character of the fine men and women who come here for their holidays."

The Catholic Theatre Movement regrets the apparent inability of the police to interfere with the production of "a classic of unabashed mockery, as audacious an assault on public decency as was ever perpetrated on our stage." It also attacks other allegedly obscene productions.

The Catholic Theatre Movement issues what is known as a "white list," giving the names of plays it specially approves. The latest "white list" contains two plays. One is "The Green Pastures," winner of the Pulitzer Prize, which was banned in London, and the other "The First Mrs. Fraser," by St. John Ervine.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:—

5 p.m.:—European Programme of Columbia records, selected and supplied by the Anderson Music Co.:
Operatic Selections.
Pagliacci (Leoncavallo),
New Queen's Hall Orchestra, 9441.

Rigoletto (Verdi),
Marta Gentile—Soprano, L2050.
Faust-Vocal Gems (Gounod),
Chorus with Orchestra, 9555.
Lucia di Lammermoor (Donizetti),
A. Guglielmini—Soprano, L2052.
Mignon (Thomas),
New Queen's Hall Orchestra, 9308.

5.45 p.m.:—
Hungarian Rhapsody in F (Liszt),
Budapest Philharmonic Orch., 9550.

6 p.m.:—Children's Programme.
6.30 p.m.:—
Musical Comedy.
Sunnyside Up, Selection, B. C. Orch., 5559.
Gold Diggers of Broadway—Selection, Regal Cinema Orch., 9912.

Follow Thru—Vocal Gems, Columbia Light Opera Co., 9764.
Bitter Sweet—Vocal Gems, Columbia Light Opera Co., 9900.

7 p.m.:—(approx.)
Hand and Orchestra.
William Tell Overture (Rossini),
New Queen's Hall Orchestra, 5053.

The Danab Rose—Selection (Chopin),
Court Symphony Orchestra, DX24.

Classical—Selection,
Organ Solo—Quentin MacLean, 9225.

Regimental Marches,
National Military Band, 5731.
Melodious Memories (Finck),
Regal Cinema Orchestra, 9722.

Scent of the Jasmine (Squire),
Song of the Waterfall (Squire),
Squire Celeste Octet, DB107.

Nights of Fragrance (Ziehrer),
New Concert Orchestra, 9990.

8 p.m.:—Chinese Studio Concert.
10.30 p.m.:—Close Down.

INDIAN SEDITION.

Cannore, Yesterday.
Two Pandits, father and son, Krishna Kant Malaviya and Madan Mohan Malaviya, have been sentenced to a year's rigorous imprisonment on a charge of sedition.—Reuter.



QUEEN'S present Janet Gaynor and Charles Farrell in "Sunny Side Up," a gorgeous musical comedy. The singing of the two stars is delightful and the dancing of Janet Gaynor splendid. A really high class musical comedy to put it briefly. A talkie film.

CENTRAL features all the stars in "Parade on Parade," a magnificent technicolor spectacle with scores of beautiful chorus and show girls and a platoon of dancing. Public uppers. Nearly everyone who counts is in this picture. A talkie film.

MAJESTIC presents Claire Windsor, in "Fashion Madness," a powerful swift moving drama of love and adventure woven about a girl's mania for clothes which nearly wrecks her whole life. A silent film.

STAR features Charlie Chase and Jean Hersholt in "Modern Love," an excruciatingly funny marriage-life comedy. "This is Charlie Chase's first feature comedy. He is perfect as the harassed bridegroom. A silent film.

WORLD presents Buster Keaton in "Battling Butler," a comedy of the ring. Fate leads a modern Beau Brummel to the pugilists camp, but though in cauliflower-eared society, Buster still endeavours to be the perfectly dressed young man. A good comedy and a silent film.

WARS A NECESSITY.

CHEERLESS CONCLUSION IN CERTAIN CIRCLES AT GENEVA.

Geneva, Sept. 2.
Great Wars, or great disasters, wiping out millions of human lives are apparently necessary in order to keep the world's population down to reasonable limits.

This is the conclusion of certain League circles as a result of the League's latest world-wide survey of population, commerce, production and industry.

In spite of the tens of millions of lives lost in the last great war, the world's population now is already 10 per cent. greater than it was in 1918.

Population increasing.
The growth of world population between 1926 and 1928, according to the report, may be approximately estimated at 35,000,000 or an average increase of 1 per cent. per annum.—United Press.



Cheer-oh!
Fine. Thanks. But
how are
YOU?

The Dr. Williams' Girl
wants
to know.

Though she is in glorious health now, she has not forgotten the time when she, too, suffered from the treacherous, insidious ailment that attacks so many on the threshold of womanhood—anaemia. She remembers those miserable days when she sees other women suffering needlessly from one or another of those ailments which have anaemia (blood poverty) as a common root cause—exhaustion, headaches, backaches, nervous prostration, dizziness and palpitation, indigestion and rheumatism etc. She feels a sympathetic desire to help and so she recommends Dr. Williams' Pink Pills to all her friends who are in need of this world-famous blood-building tonic. So many women have found deliverance from ill-health through this remedy. Take the advice of the Dr. Williams' Girl and start off on the road to real, abounding health by building up a rich and abundant blood supply with Dr. Williams' Pink Pills right away. They are the real blood and nerve tonic.

FOR ANAEMIC
MEN AND WOMEN

A GOOD COCKTAIL MIXER IS ALWAYS POPULAR

But always use

SEAGER EVANS GINS

DRY & OLD TOM.

Obtainable Everywhere.

Sole Distributors—

H. RUTTONJEE & SON, 15, Queen's Road C.

BUSINESS DIRECTORY

AUTUMN FASHIONS.

PLUS FOURS
AT
THE SMARTEST
TAILORS
IN
TOWN.

WING HING CO.

Gentlemen's Tailors
64 Queen's Rd. C.
Tel. 21417

BOOKS.

BOOKS FOR ALL TASTES.
BOYS AND GIRLS
ESPECIALLY.
THE BOOK AND
BIBLE DEPOT.
Wyndham Street.

BOOTS & SHOES.

Leather Sole Canvas Shoes... \$4.50
Cape Rubber Sole Canvas Shoes... \$5.00
Black or Brown Buckskin Shoes... \$10.00
Black or Brown Shoes from... \$8.00
Black or Brown Boots from... \$8.00
Children's Boots or Shoes from... \$2.00
Best styles, most complete stock of all sizes. Repairing a specialty.

WONG SIU WOON
21, Pottinger St. Phone 21474.

DENTIST.

HARRY FONG, Dentist,
1st floor, No. 74, Queen's Road Central. Tel. 21255.

TANG YUK, DENTIST
Successor to the late SIK YING TING,
14, D'Aguiar Street.

TERMS VERY MODERATE
Consultation Free.

DRY - CLEANERS

20% DISCOUNT

THE BEAUTY

Dry-Cleaning & Dyeing Co.
48, Nathan Road,
Kowloon.

ELECTRICAL SUPPLIES.

THE GLOBE FOCK CHEONG
ELECTRICAL SUPPLY CO. LTD
72, Queen's Road, Central.
Tel. 28270.

ENGINEERS & SHIPBUILDERS.

W. S. BAILEY & CO., LTD.
Kowloon Bay.
New Work & Repairs.
Call Flag "L"
Sole Agents for Kelvin Motors

FOREIGN GOODS STORE.

YEE HING

TOMMY & COMPANY

(Late of 24 Pottinger St.)

Large Selection Felt Hats,
Woolen Socks, Woolen Sweaters,
Woolen Underwear Gents, Boots
and Shoes.

Gold Watches and Clocks.

62, Des Voeux Road C. Tel. 24016

GREAT REDUCTION ON
"SHAVEWELL"
A Marvellous Shaving Cream
Usual \$1.50 now 75 cents.
at YEE HING (Tommy & Company)
(Late of 24, Pottinger Street)
62, Des Voeux Road C. Tel. 24016

GENTLEMEN'S TAILORS.



FOR PERFECTION IN
WINTER SUITS.
21, d. Rutton Bldg. 7, Duddell St.
(Opp. Gospel Hall). Tel. 23056.

HAIR DRESSERS & BOOKSELLERS

LEE YEE,
Ladies' and Gentlemen's Hair
Dressers & Booksellers.
No. 12, D'Aguiar Street.
(opposite Queen's Theatre).

HONOUR
10, Wyndham St.,
1st floor.
Entrance on Lan St.
Telephone 23317.

LADIES' AND GENTLEMEN'S
HAIR DRESSING SALOON.
Expert Barbers. Moderate Charges.

OPTICIAN.

THE HONG KONG OPTICAL
COMPANY,
Phone 22232.
53, Queen's Road Central.

RADIO

CHUNG YUEN ELECTRICAL CO.

71, Des Voeux Rd. C.
Tel. 22191.
RADIO SETS,
RADIO PARTS,
ELECTRICAL APPLIANCES.

SILK STORE.

NEW SHIRTS



LOYD TRIESTINO

FORTNIGHTLY PASSENGERS AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Piume, Genoa, All Italian, Adriatic, Levant
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
* S.S. "TEVERE"	Oct. 18	Nov. 8
* M.V. "HILDA"	Nov. 9	Nov. 20
* S.S. "CRACOVIA"	Oct. 31	Dec. 9
* M.V. "COL DI LANA"		

* Passenger Steamer with First & Second Class Accommodation.

All dates are subject to alteration without notice.

For Freight & Passages apply to—

Queen's Building,

Tel. 28021.

DODWELL & CO., LTD.
Agent.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Thursday, 9th October.
CHICHIBU MARU	Sunday, 19th October.
SHINYO MARU	Wednesday, 22nd October.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HIYO MARU	Saturday, 18th October at 7 a.m.
10NION, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 1st November.
HAKONE MARU	Tuesday, 21st October.
SUWA MARU	Tuesday, 18th November.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Tuesday, 21st October.
KITANO MARU	Tuesday, 18th November.
OMBARA via Singapore, Penang, & Colombo.	
TANGO MARU	Saturday, 11th October.
TOTTORI MARU	Monday, 27th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
BOKUYO MARU	Saturday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KANAGAWA MARU	Saturday, 18th October.
NEW YORK, BOSTON via Panama.	
* LISBON MARU	Friday, 17th October.
* Calls Baltimore & Havana.	
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
* LIMA MARU	Tuesday, 14th October.
CALCUTTA via Singapore, Penang & Rangoon.	
* MURORAN MARU	Thursday, 9th October.
* RANGON MARU	Wednesday, 29th October.
SHANGHAI, KOBE & YOKOHAMA.	
KITANO MARU (Nagasaki direct)	Wednesday, 15th October.
TERUKUNI MARU	Thursday, 18th October.
* CALCUTTA MARU (Mojil direct)	Saturday, 18th October.

† Cargo only.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone 30291.

(Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
ALASKA MARU	Thursday, 9th October.
AMUK MARU	Saturday, 8th November.
DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
SANTOS MARU	Friday, 31st October.
RIO DE JANEIRO	Friday, 28th November.
ROMBAY—Via Singapore & Colombo.	
BORNEO MARU	Sunday, 19th October.
SHUNKO MARU	Monday, 3rd November.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN- ZIBAR & MOHABASA—Via Singapore & Colombo.	
PANAMA MARU	Wednesday, 5th November.
CALCUTTA—Via Singapore, Penang & Rangoon.	
SEATTLE MARU	Saturday, 18th October.
HIMALAYA MARU	Saturday, 1st November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	
ARIZONA MARU (from Shanghai)	Monday, 20th October.
MELBOURNE—Via Manila, Brisbane & Sydney.	
MELBOURNE MARU	Thursday, 6th November.
* PHONG—Via Hobeu & Peking.	
NEW YORK—Via Japan ports & Panama.	
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	
SANTO MARU	Saturday, 25th October.
* AN PORTS.	
ANDES MARU	Sunday, 12th October.
KOHO MARU	Monday, 13th October.
TACOMA MARU	Friday, 24th October.
KERLING—Via Seattle & Amoy.	
CANTON MARU	Sunday, 12th October, Noon.
TAKAO—Via Swatow & Amoy.	
KOHO MARU	Monday, 13th October.
For further particulars please apply to— OSAKA SHOSHO KAISHA. W. TAKEUCHI, Manager.	

WARSHIPS IN PORT

The following British warships

are in harbour to-day:

Caradoc—No. 7 buoy.

Cornwall—North arm.

Magnolia—In dock.

Moth—South Wall.

Sepoy—West wall dock.

Serapis—No. 11 buoy.

Sterling—West wall dock.

Tamar—Basin.

Foreign.

Adamastor—Portuguese cruiser.

Chung Shan—Chinese gunboat.

J. O. Ford—American gunboat.

Hik Kee—Chinese gunboat.

ASTYANAX AS COAL HULK

Blue Funnel Steamer Sold To

Pateron Simons.

Messrs. Alfred Holt and Co., as

managers of the China Mutual

Steam Navigation Co., have sold

their steamer Astyanax to be used

as a coal hulk by Messrs. Pateron

Simons and Co., at Singapore.

The Astyanax, a vessel of 4,872

tons, is 24 years old, having been

built by Scott's Shipbuilding and

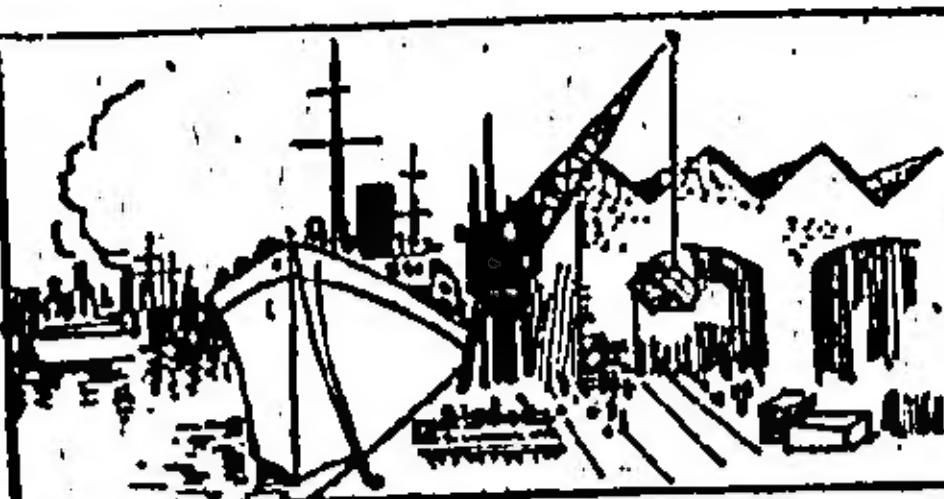
Engineering Co., Greenock, in

1906.

Holt's have also disposed of the

Mempho, a sister ship of the

Astyanax, to Japanese shipbuilders.



Shipping Intelligence.

WHEN AND WHAT TO BUILD.

It is usually when the present phase of a depression is reached (namely, after about a year of poor trade) that the shipowner remarks the depression is the worst or one of the worst that he has experienced during his connection with shipping, and that the shipbuilder states the present time is the most advantageous possible for ordering vessels because all shipbuilders are hungry for work and are quoting lower prices than will be available directly the shadow of depression begins to lift, says the September Motor Ship.

Such comments have, in fact, in practically these words, recently been made in various directions and we do not intend any irony in associating them. For they are both—each in its way—correct and the shipowner whose resources are large and whose vision and experience are considerable, would agree, at least in principle, with the shipbuilder. But as each depression comes, we are inclined to consider it as based upon different foundations from the last and possibly to forget the experience of previous difficult periods over which we have tided, as we shall emerge from the difficulties with which we are now surrounded.

The proof of the shipbuilder's point of view scarcely needs emphasizing, and indeed some of the most successful shipping businesses have been built up by those owners who have been able to build tonnage during periods of the deepest depression. Such few orders as have been placed during the past month or two have been at prices which will certainly not be repeated. The contracts for the propelling machinery of some of these ships have been made at figures which are extraordinarily low, and already many builders are refusing to approach them, preferring to wait until owners will offer better terms.

The time for this will probably not be far distant, and it is the invaluable experience that when a few contracts are placed by owners with greater temerity than their competitors, the others follow until ultimately prices reach a figure above that which the average shipowner will pay. Consequently some owners miss the right period for ordering and suffer very considerable loss.

Considering only the position in Britain, during the past eight months, and excluding the large Cunard liner, the tonnage ordered has probably not exceeded 200,000 tons. A normal figure would be 600,000 to 800,000 tons, merely for replacement of existing ships, apart from any question of actual increase in tonnage. It is clear, therefore, that if an efficient mercantile fleet is to be maintained, we are already several hundred thousand tons behind the normal level which must, sooner or later, be made up, in addition to the other orders that must follow to account for obsolescence of existing tonnage.

An example of contracting for many new ships at a period when it is considered that prices are lowest was afforded last month in the new tankers for the Standard Oil Co., which were certainly placed at figures much below those which will be current when delivery is taken, and it is significant that some of the ships will not be completed for a period of nearly three years.

After a slump such as that through which we are now passing it often happens that conditions of shipping become modified and new policies have to be developed. It will probably be found that the tendency which has been growing during the past year or two, for the cargo liner to displace the tramp, will become even more pronounced, and we are unlikely to witness a somewhat extravagant contracting for cheap but uneconomical steam-driven tramp ships such as occurred a few years ago after a severe shipbuilding slump. The 12 to 14-knot motor cargo liner is likely to prove a more popular type. At the present time over 80 per cent. of the ships of this speed now on the stocks are for foreign ownership, and if it represents a class of tonnage which will appeal to shippers at the expense of slower ships, it is imperative that a larger proportion of fast vessels be ordered by British owners.

TAYBANK.

The Taybank, another of the similar 9,000-ton vessels constructed for the Bank Line, is 425 feet long, with a beam of 57 feet, the draught being 28 feet. Built by Workman, Clark and Company, the Taybank is equipped with 4,500 h.p. Workman, Clark & Co. machinery.

CUNARD LINERS.

REPORT REPUDIATED.

There was a sequel in mail week (on August 29), to the statement of the London correspondent of a provincial evening newspaper the previous day that Mr. J. J. Lawson, Parliamentary Secretary to the Ministry of Labour, had informed him that it had been definitely decided by the Government that one of the two great Cunard liners would be built on Tyneside.

The private Secretary to the Minister of Labour stated yesterday, says the Morning Post of that date, that a message had been received from Mr. Lawson absolutely repudiating the report of his interview with a correspondent of the Newcastle Evening Chronicle.

"Mr. Lawson states," the private secretary added, "that he was not in a position to make any such statement since, while he was aware that the building of a second Cunard liner had been under consideration, he did not know that any definite decision had been reached about it. Further, he is quite aware that it is not one of the functions of the Government to decide where a commercially-built merchant ship should be constructed."

Statement by Press Representative. A London representative of Allied Newspapers stated last night (continues the paper) that after a luncheon at Olympia on Wednesday, at which Mr. Lawson was the principal guest, he approached Mr. Lawson and asked if he could say when the contract for the new Cunarder would be placed.

Mr. Lawson, he states, replied "I cannot say when, but it will go to the Tyne."

He asked, "Can you give any indication as to when the official announcement will be made?" to which Mr. Lawson answered, "No, I cannot say that, but you may take it that it will go to the Tyne."

Mr. Lawson's authority for using his name in writing this interview was not asked for, it was added; but Mr. Lawson knew that he was speaking to an accredited Press representative and did not hint that the information should not be used in the way it was used.

"In this connection," it is also stated, "it is true that Mr. Lawson did not himself use the exact word: 'The Government have decided that the new Cunarder will go to the Tyne.'"

The Company Statement. The following statement by the Cunard Co. was issued last night: "With reference to paragraphs in to-day's Press, containing reference to a second express steamer, the Cunard Company at the present time are not able to add anything to their official statement of August 1.

"In that statement it was mentioned that the agreement which the Company have been able to reach with the Government on the very important question of insurance covered a second steamer, which it was hoped would follow immediately on the one now projected.

"While the Company is glad to have this opportunity of expressing appreciation of the help of the Government in this direction, it will be readily understood that, apart from the question of insurance, other important considerations covering the financial arrangements, design and planning require to be carefully considered and solved before any definite statement can be issued regarding the second vessel. These are matters which cannot be dealt with hastily, and the utmost care and caution are essential."

SEAMEN'S LIBRARIES.

Important Part Of Modern Social Programme.

Whether the United States, Norway, or England came first into the field with libraries for sailors, the latest figures from the British Sailors' Society show that in 1929 more than 1,000 British merchant ships are furnished with these libraries, and they were chiefly paid for by voluntary contributions.

On long voyages books form a most important part of the modern sailor's social programme, and the quality of the volumes in ships' libraries shows that the sailor wants good literature. The United States Merchant Marine Library served in 1929 1,868 ships and circulated over 340,000 books. The Norwegian service gives libraries to ninety per cent. of the country's ships.

NEED FOR PORT CHAPLAIN.

I had a letter from Mr. Elliot by last mail, writes the Rev. J. V. Westlake in the Cathedral paper. He writes: "I had a wonderful time in Palestine and managed to see nearly all the places I especially wanted to see. The harvesting was in full swing. It was rather pleasant in many ways that there were not many tourists about. One could be quiet for hours together in the Holy Sepulchre, Gethsemane and Bethlehem, when one had once shaken off the very aggressive guides, who haunt the places."

Mr. Elliot had, at the time of writing, made no definite plans for the future though he said that a mutual friend, who was formerly Vice-Principal of Wells Theological College had offered him a curacy at Southport. He is also making enquiries about South Africa.

So far there is no news of his successor in the local Missions-to-Seamens' Work. It would appear that the chances of getting a good Chaplain are remote as long as people at home continue to "put their spoke in." Two likely candidates have been lost to us, on the result of a misunderstanding as to the possibility of accommodation for a married man and another because he was told that he would be wasting his time out here. The latter suggestion has been rightly described as "monstrous." Those of us who live here and know the temptations to which our seamen are subject in an Eastern port are quite clear in our minds that there is work in abundance for a Port Chaplain. There are difficulties, arising mainly from the shortness of the stay which the average ship makes, but these would be largely overcome by the provision of a launch. The local Committee is well aware of this need and has set itself the task of raising sufficient money for the purpose. Already there is a healthy balance in hand and the coming of a new Chaplain would, I am sure, be a sufficient encouragement to see the scheme through.—Singapore Free Press.

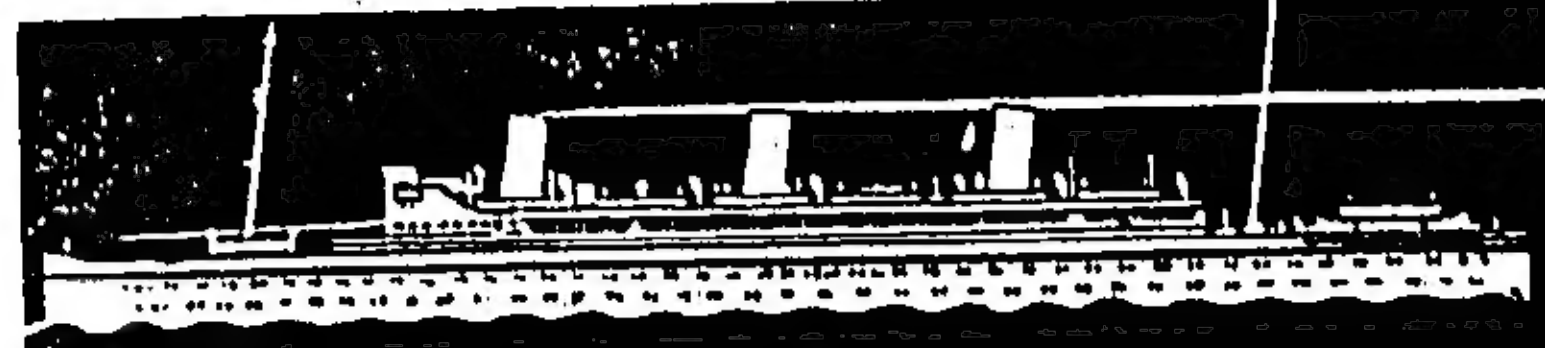
STEAMERS' MOVEMENTS

The P. & O. s.s. Malwa left Shanghai for this port on October 7 at 4.30 p.m. with the outward English Mails, and is due here on October 10 at about 5 a.m.

The M.V. Col di Lana sailed from Karachi on October 9, and is due here on October 31.

The s.s. Cracovia sailed from Trieste on October 8, and is due here on November 9.

The C.P.S. R.M.S. Empress of Asia arrived at Manila on October 9 (Thurs.) at 9 a.m., leaves Manila on October 10 (Fri.) at 4 p.m., and is due at Hong Kong on October 12 (Sun.) at 10.30 a.m. She leaves Hong Kong on October 15 (Wed.) at 6 a.m.



LARGEST AND FASTEST SHIPS ACROSS THE PACIFIC QUICKEST ROUTE ORIENT — AMERICA — EUROPE

SPECIAL FARES
£120. £112. \$83.

Canadian Pacific Representatives meet ships at all ports to give advice and render assistance.

Railroad, Sleeping Car and Atlantic Steamship reservations made at any Canadian Pacific Office.

Through Tickets issued.

CANADIAN PACIFIC SERVICE
ALL THE WAY

CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

OCTOBER SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trot.]

OCTOBER.

FRI. 10th JUES. 21st

WED. 15th MON. 27th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

OCTOBER.

MON. 13th THURS. 23rd

SAT. 18th WED. 29th

For information apply to

KWONG WING Co., Ltd.

22, Cross Street, West, Phone 20893.

SUPERSTITION!

CORPSE FOUND IN BOTTOM OF SHIP.

On August 25, 1888, the famous Great Eastern was beached at New Ferry to be broken up, the world's record failure. When the scrapping operations were in progress there was discovered in the double bottom, which was hermetically sealed, the skeleton of a man.

He was never identified, but was evidently some vagrant who had crept in for warmth while the ship

was being built at Millwall, and had not been observed when the compartment was sealed up. That was quite enough for the superstitious sailors of the 'eighties; what better explanation of her bad luck could be found than that she had been carrying a corpse about with her?

Nowadays ideas have changed, and people realise that had it not been that Brunel checked her as she went down the ways and ruined her original owners with the cost of getting her to start again, she might have been a great success.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT..... ELLERMAN LINE

S.S. "CITY OF MOBILE" London, Rotterdam, Hamburg & Glasgow..... 9th October.

S.S. "CITY OF HERFORD" London, Rotterdam & Hamburg..... 9th November.

S.S. "CITY OF ROUBAIX" London, Rotterdam & Hamburg..... 9th December.

NEW YORK, BOSTON, & BALTIMORE..... AMERICAN & MANCHURIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE..... AMERICAN & ORIENTAL LINE

M.V. "TAYBANK"..... 1st November.

M.V. "TWEEDBANK"..... 4th December.

MAURITIUS & SOUTH AFRICA..... ORIENTAL AFRICAN LINE

S.S. "TINHOW"..... 5th November.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mosel Bay and Capetown.

Through Bills of Lading issued to Beira, Gullmane, Ibo, Port Agalla, Mossambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

THE BANK LINE, LTD.

Telephone 57702.

THURSDAY, OCTOBER 9, 1930.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
MALWA	10,980	1930 11th Oct.	Bombay, Marseilles & London.
*MIRZAPUR	6,715	15th Oct.	Straits, Colombo & Bombay.
*KEYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
*NAGPORA	8,233	15th Nov.	Marseilles, Rotterdam & Antwerp.
*KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	13,619	6th Dec.	Bombay, Marseilles & London.
*KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	10,650	1931 3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan.	Marseilles, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Medival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	1930 24th Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	12th Nov.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	1930 31st Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	5th Dec.	
ST. ALBANS	4,500	2nd Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Hilo,
Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as in-
dications of cargo.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,954	1930 10th Oct.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	11th Oct.	Shanghai, Moji & Kobe.
KARMALA	9,123	18th Oct.	Shanghai, Moji, Kobe & Yokohama.
*BENALLA	8,018	20th Oct.	Shanghai, Moji, Kobe & Osaka.
TALAMBA	11,120	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
*MACEDONIA	11,120	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
*LAHORE	5,304	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	13,619	7th Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
TANDA	6,956	11th Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
*JEYPORE	5,318	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornmarket Rd. C. Hong Kong. Agents.

Agents.

Agents.

Agents.

Agents.

Agents.

Agents.

Agents.

Agents.

Agents.

LAMPORT & HOLT.

APPLICATION FOR A RECEIVER.

A motion at the instance of the
London Maritime Investment Com-
pany to appoint a receiver and
manager of the business of Lam-
port and Holt, Ltd., shipowners,
was in the list for hearing before
Mr. Justice Humphreys in the
Lord Chief Justice's Court, in mail
week.

The business of Lamport and
Holt, which is now one of the
Royal Mail group of steamship
companies, was founded eighty-
five years ago, and was incorporat-
ed as a limited company in 1911.

The Board.

The directors are Lord Kysant
(chairman and managing director),
Mr. Arthur Cook, The Marquis of
Carisbrooke, Lord Suffield, and Mr.
Alfred Woods.

The company has an issued
share and debenture capital of
£7,550,000.

It will be recalled that the
balance sheet as at December 13,
1929, showed a loss of £70,155
after providing for interest of
£147,500 on the £350,000 Five per
cent. Debenture Stock.

The London Maritime Invest-
ment Company (of which Lord
Kysant is chairman) and the Duke
of Abercorn are trustees for the
debenture stockholders.

The Ordinary share capital,
amounting to £3,000,000, is chiefly
held by Elder, Dempster and Co.,
the Royal Mail Steam Packet Com-
pany, the Pacific Steam Navigation
Company, and Lord Kysant.

The company controls the Liver-
pool, Brazil, and River Plate
Steam Navigation Company,
owners of the Vestris, which was
lost in 1928.

Record Inquiry.

In their report for 1929 the
directors stated that any claims on
this account, if substantiated,
would be covered by insurance.

The Vestris, it will be remem-
bered, sank with the loss of 112
lives off the American coast in
November 1928. Forty days were
devoted to the sittings of the
longest maritime inquiry ever held
in Britain.

The fleet of the company and
subsidiary companies at December
31, 1929, consisted of forty vessels
of an aggregate tonnage of 266,950
tons.

The company's interest in the
Liverpool Brazil company stands
in its books at £2,440,000.

The capital of the Royal Mail
group is £77,000,000, and with that
sum is controlled one-sixth of the
world's merchant shipping.

CONSIGNEES

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer "TEVERE"
From Trieste, Venice, Brindisi, Port
Said, Aden, Bombay, Colombo, and
Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 7th instant.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
15th inst. will be subject to rent.

All claims against the vessel must
be presented to the Underwriter on or
before the 23rd inst. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godown,
where they will be examined on the
15th inst. at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bill of Lading will be countersigned
by

DODWELL & CO., LTD.

Agents.

Hong Kong, 7th October, 1930.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTAE TAIPING (Manning)
PARTY and MOST UP-TO-DATE PASSENGERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES, and STY, DRESS, CARRIED.

Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 45/ RETURN
LONDON (via Australia) from 111/10/

(Amounts include 10/ for baggage)

STEAMER

CHANGTAE TAIPING

14th Oct.

21st Oct.

28th Oct.

4th Nov.

11th Nov.

18th Nov.

25th Nov.

2nd Dec.

9th Dec.

16th Dec.

23rd Dec.

30th Dec.

6th Jan.

13th Jan.

20th Jan.

27th Jan.

3rd Feb.

10th Feb.

17th Feb.

24th Feb.

3rd Mar.

10th Mar.

17th Mar.

24th Mar.

31st Mar.

7th Apr.

14th Apr.

21st Apr.

28th Apr.

5th May.

12th May.

19th May.

26th May.

2nd Jun.

9th Jun.

16th Jun.

23rd Jun.

30th Jun.

7th Jul.

14th Jul.

21st Jul.

28th Jul.

4th Aug.

11th Aug.

18th Aug.

25th Aug.

1st Sep.

8th Sep.

15th Sep.

22nd Sep.

29th Sep.

6th Oct.

13th Oct.

20th Oct.

27th Oct.

3rd Nov.

10th Nov.

17th Nov.

24th Nov.

1st Dec.

8th Dec.

15th Dec.

22nd Dec.

29th Dec.

5th Jan.

12th Jan.

19th Jan.

26th Jan.

2nd Feb.

9th Feb.

16th Feb.

23rd Feb.

3rd Mar.

10th Mar.

17th Mar.

24th Mar.

31st Mar.

7th Apr.

14th Apr.

21st Apr.

28th Apr.

5th May.

12th May.

19th May.

26th May.

2nd Jun.

9th Jun.

16th Jun.

23rd Jun.

30th Jun.

7th Jul.

14th Jul.

21st Jul.

28th Jul.

4th Aug.

11th Aug.

18th Aug.

25th Aug.

1st Sep.

8th Sep.

15th Sep.

22nd Sep.

29th Sep.

6th Oct.

13th Oct.

20th Oct.

27th Oct.

3rd Nov.

10th Nov.

17th Nov.

24th Nov.

1st Dec.

8th Dec.

15th Dec.

22nd Dec.

29th Dec.

5th Jan.

12th Jan.

19th Jan.

26th Jan.

2nd Feb.

9th Feb.

16th Feb.

23rd Feb.

3rd Mar.

10th Mar.

17th Mar.

24th Mar.

31st Mar.

7th Apr.

14th Apr.

21st Apr.

28th Apr.

5th May.

12th May.

19th May.

26th May.

2nd Jun.

9th Jun.

16th Jun.

23rd Jun.

30th Jun.

7th Jul.

14th Jul.

21st Jul.

WATSON'S Dry Ginger Ale

A WELL-ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY
Prepared from our own special formula, flavoured
with real fruit juices and the finest Eastern spices

Unequalled by any similar product throughout the world.

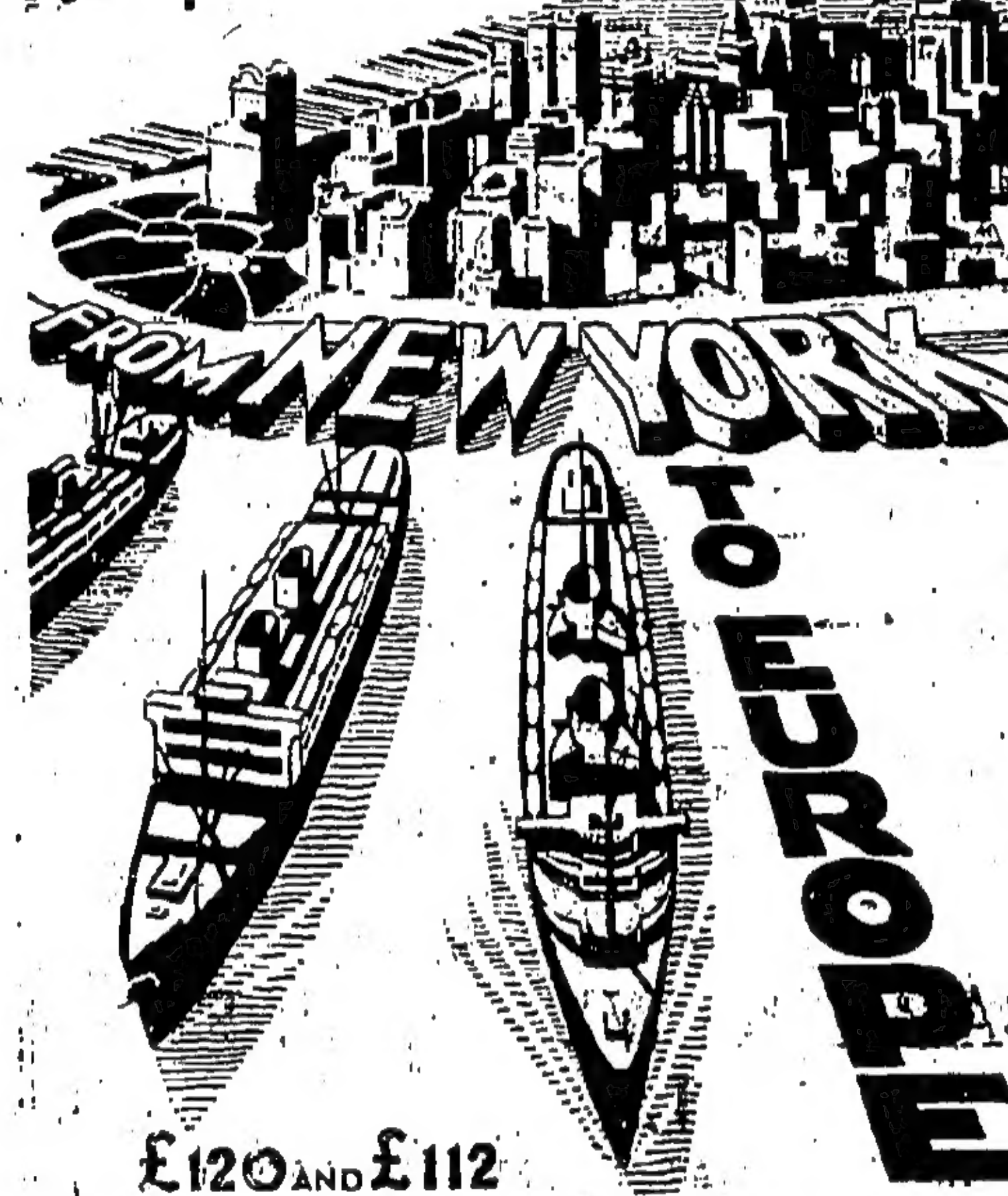
FORMAZONE

The NON-ALCOHOLIC CHAMPAGNE. An excellent
substitute for sparkling wine, possessing the same
wonderfully stimulating and refreshing qualities.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.
Established 1841.

THE INTERESTING WAY

YOUR CHOICE OF STEAMERS



£120 AND £112

USING PRESIDENT LINERS

ACROSS THE PACIFIC

ANY AMERICAN OR CANADIAN RAIL LINE ACROSS THE CONTINENT

DOLLAR STEAMSHIP LINES
AND AMERICAN MAIL LINE

Donations and Subscriptions must now
be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY

SECOND AROUND PACIFIC CRUISE OF THE

S.S. MALOLO

AN UNUSUAL OPPORTUNITY

is offered to cruise on the famous

MATSON LINER S.S. MALOLO

enjoying the advantages of carefully prepared shore

excursions at ports of call under direction of the

American Express Company.

LEAVING HONG KONG AT 5.00 P.M.

OCTOBER 28th, 1930.

Vessel will call at

MANILA, BANGKOK, SINGAPORE,

BATAVIA, MACASSAR, SYDNEY,

WELLINGTON, AUCKLAND, SUVA,

PAGO PAGO.

arriving at HONOLULU, December 14,

and at SAN FRANCISCO, December 19.

Fares include all sightseeing expenses at intermediate ports.

Desirable accommodations available to all parties.

For tickets and information apply to

THE ROBERT DOLLAR COMPANY

General Agents

or

THE AMERICAN EXPRESS COMPANY

Whiteaways

SPECIAL VALUE IN PYJAMAS.

JUST ARRIVED
"THE ORIENT"
SLEEPING SUIT
FOR MEN.

Made in England from a
strong Ceylon Flannel in a
good assortment of striped
designs. These Pyjamas are
of a weight specially selected
and suitable for cold weather
wear.

SUPER

VALUE
PRICE

\$9.50

SUIT.

NEW STOCKS SOCKS & TIES.
LATEST DESIGNS.
CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG.



The China Mail

[Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$30, payable
in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China
Mail," Annual subscription, H.K.
\$13, including postage, \$10, pay-
able in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Business Office: 20022.
Editorial Department: 21641.
Cable Address—Mail, Hong Kong.

All communications should be
addressed to The Newspaper En-
terprise, Ltd., to whom all remi-
tances should be made payable.
London Office: S. H. Bywaters
& Co., Ltd., 38-39, Southampton
Street, Strand, W.C.2.

Hong Kong, Thursday, Oct. 9, 1930.

TRADE SCHOOLS.

Is the youth of the Colony get-
ting the right sort of education;
the sort of education which will
enable it individually to become
useful and industrious citizens; or
is the present system one which
leads to the creation of a certain
type which is fit only for licking
stamps or keeping ledgers? We
ask this question simply because,
to our knowledge, a considerable
number of boys of all nationalities
who received their education at
local British schools not only are
quite unfit to occupy posts in
business offices, stores, and trade
shops, but are obliged to accept
such unenviable positions as
lift-boys and other blind alley
jobs. Some one has to fill these
situations, it is true, but there are
plenty of youths in Hong Kong
who are able to do so efficiently
without the expensive background
of a secondary school education.
If our local schools and colleges
can do no better, with their staffs
of highly-paid European teachers,
with the human material under
their control than make them into
polite menials, then all we can say
is that it is high time that the
Government withdrew its support
from such wasteful establish-
ments.

There is a ray of hope, how-
ever, in the report that His Ex-
cellency the Governor has
appointed a committee to report on
the possibility of increasing fac-
ilities in the Colony for practical
technical education and the
feasibility of establishing a
trade school. Any movement
designed to improve the edu-

cation of young people des-
tined for a business or techni-
cal career, as this scheme appears
to be, is to be welcomed as a so-
lution to the grave problem of the
"blind alley jobs."

There are three points which
should receive the earnest con-
sideration of the educational
authorities. Firstly, it is the
natural anxiety of every parent to
give his or her boy the best pos-
sible chance of a successful
career. Secondly, it is the proper
and natural anxiety of every
school teacher to turn out pupils
who will make successful and
valuable citizens; and, thirdly,
every business concern should
wish to ensure that its recruits
shall be of such quality that they
will grow into valuable assets to
the business.

The whole idea and intention
of the trade school scheme should
be to bring all these three aims
together. Three small streams
may eventually find their way to
the sea if they proceed separate-
ly; but they will flow with much
greater force if some kindly pro-
vidence can join them together.
What are the parents' prob-
lems? Whether well-to-do or
not the chief problem is to know
what kind of training will best
ensure a good opportunity at the
end of it. If the parent is not too
well off, he very naturally fears
to take the risk and face the ex-
pense of keeping the boy at school
or college, never knowing whe-
ther he may not decrease rather
than increase the chances of
finding satisfactory employment.
The parent, therefore, wants
authoritative assurances that a
certain training is in fact that
which will best fit his boy for a
business career; and, secondly,
that there will be some tangible
and definite reward, in the shape
of employment, for further train-
ing.

What are the school teacher's
problems? He has a bright boy
obviously capable of great things.
He has to recommend both the
boy and the parent in which
direction to turn these potential
talents. He also wants authorita-
tive assurances that there will be
a demand for brains and training
if he creates the supply.

What are the business firm's
problems? In these difficult days
of intense specialisation they
want to ensure that their recruits
at the bottom of the ladder shall
possess the qualities which will
one day fit them to fill positions,
perhaps, at the top of the ladder.
It is being more and more realised
that this cannot be assured if
juniors and apprentices are taken
on willy-nilly. The untrained boy

may rise to great things, but it is
a dangerous risk for a business to
take to rely on chance. A reg-
ular supply of first-class recruits
is more likely to ensure success
than the method of taking them
as they come, often full of the
vague or muddled ideas which are
instilled into them with the real
aim of "cramping" for some ex-
amination, success in which shall
reflect credit on their particular
school.

There is reason to hope that
the Governor's scheme for trade
and technical schools will even-
tually solve some of these prob-
lems. Of course, it is only a be-
ginning, and at first it can only
solve the problems of the lucky
few, the intelligent, and the effi-
cient, but the principles on which
it appears to be founded are
capable of much wider applica-
tion as the years go by.

News in Brief.

The quarantine restrictions im-
posed against arrivals from Iloilo
and Manila on account of cholera
have been removed.

The Very Rev. Dean Alfred
Swann, M.A., D.S.C., and Mrs.
Swann and family, returned to the
Colony to-day on the Morea. The
Dean left for Home in June on four
months' vacation.

Sentence of six weeks' hard labour
was yesterday passed by Mr. R. E.
Lindell on an Indian P.C. for the
theft of a sweater belonging to Mr.
J. W. King of the British Chemical
Industries (China) Ltd., which was
left in a motor car on the roadside
at Wanchai Gap.

The friends of Mrs. M. Reynolds
will be glad to learn that she re-
turned to her residence, at 25
Prince Edward Road, this morning
from the Kowloon Hospital, in
which she had been a patient since
September 24, following a motor
smash in Nathan Road.

Stated to be suffering from food
poisoning, a Chinese woman named
Wong Chan, living at 84, Portland
Street, Yaumatei, who was taken ill
after a hearty meal yesterday, was
taken to the Kwong Wah Hospital
for treatment. The nature of the
food which she had eaten has not
been ascertained.

As the result of an accidental fall
from the second-floor verandah,
while leaning out to put washing on
a bamboo pole, a Chinese woman
named Cheung Ho, of 46, Temple
Street, Yaumatei, received injuries
which necessitated her removal to
the Kwong Wah Hospital. Her
condition is considered to be
serious.

Alleged to have attempted suicide
by jumping into the harbour from
the Yaumatei ferry launch Man
Ping, whilst on a trip from Hong
Kong yesterday afternoon, a Chinese
youth named Wong Wing (19)
is now in the Kowloon Hospital
suffering from the effects of im-
mersion. He was rescued by a
seaman of the ferry launch.

At the Kowloon Court this
morning Ngai Nok was fined \$100
or, in default, one month's jail,
and \$22, the alternative of two
weeks' hard labour, consecutively,
when he pleaded "guilty" to being
the runner of a divan at 188 Ma
Tau Wei Road, and to being the
possessor of 4 mace of illegal opium.
Revenue Officer N. J. Young pro-
secuted.

Sitting together at the Kowloon
Magistrate's yesterday, Mr. H. R.
Butters and Mr. E. H. Williams
heard a case in which a Chinese
named Cheung Ngok, described as
a steward on board the M.M. s.s.
Fortios was charged with having
had control of contraband arms
which were removed by three women
—Chan Ng, who was charged
with the possession of a Mauser
pistol and 200 rounds of ammuni-
tion; Ma Lai-yung, who was charged
with the possession of one Mauser
pistol, one automatic, two spare
magazines, and 100 rounds; and
Ho Mai, who was charged with the
possession of 300 rounds of Mauser
ammunition and 30 Mauser
ammunition clips. The man was
sentenced to four years' hard labour,
and the women to six months each.

LENIX SIMPSON.

Tientsin, Yesterday.
Mr. Lenix Simpson's condition
is unchanged. He is quite con-
scious, and is taking liquid
nourishment, though he is not
yet allowed to see visitors.
Reuter.

Major and Brevet Lt.-Col. A. F.
Smith will command the 2nd Cold-
stream Guards in succession to Lt.-
Col. P. R. B. Lawrence.

CORRESPONDENCE.

REALTY COMPANY MEETING.

(To the Editor of the "China Mail.")
Sir,—As one of the many share-
holders who did not attend yester-
day's meeting of the Hong Kong
Realty and Trust Co., Ltd., I am
making these remarks with your
excellent report of the proceedings
as a basis.

I have nothing to say with regard
to the views urged on behalf of the
requisitionists except that they ap-
pear to be sound, but it struck me
that the Chairman, in his answers,
did not cope with the subject as he
should have, either because he would
not or could not.

In the first place, there was no
attempt at any explanation why an
outside broker had to be employed in
transacting the sale, which broker
reaped a fine harvest in commission.
Secondly Mr. Scott Harston's re-
mark that the Bank would have had
something to say regarding a total
cash payment for the building in-
stead of a mortgage as part price
seems, in my opinion, to bear out
the arguments of the other side re-
garding contingencies. Finally, in
dealing with the question of the
risks involved in share deals, I
cannot think that the Chairman
seriously attempted to meet their
contention, he having confined him-
self to a general remark on the
risks one must run in life.

As this meeting is one which has
roused much public interest, I hope
you will give place in your columns
to my letter.

Yours, etc.,

DISSATISFIED.

Hong Kong, October 8.

(To the Editor of "China Mail.")

Sir,—Talking in Ice House Street
this morning with a broker and one
who is interested in the meeting of
the Hong Kong Realty and Trust Co.
Ltd., which was held yesterday, I
was surprised to learn that the
requisitionists to that meeting had
had the promise of the support of
no fewer than 120 shareholders,
most of whom had signed proxies.
The absence of all but a handful
of them from the meeting goes to
confirm the long-held view that for
sheer apathy, even where self-
interest is concerned, the Hong
Kong public is hard to beat.

I write neither as a shareholder
nor as a party interested in any
way, but only as

A SORROWFUL OBSERVER.

Hong Kong, October 8.

NELSON DAY.

"ROYAL NAVY ASHORE AND
AFLOAT"

SPECIAL FILM.

One of the features of the Nel-
son Day concert in the Lee
Theatre on Tuesday, October 21,
at 9 p.m. will be the screening of
a special film obtained through
the Navy League in London. En-
titled "The Royal Navy Ashore
and Afloat," this film was produced
with the co-operation and ap-
proval of the Admiralty. In all,
four sections will be shown, these
dealing with aeroplanes, sub-
marines, destroyers, and fleet exer-
cises. In the last-named, every
type of vessel—from picket boat
to flagship—will be seen.

Another attraction will be the
full Band of the Argyll and
Sutherland Highlanders. There
will also be items by some of the
leading vocalists.

The concert will be attended by
His Excellency the Governor (who
has just become Patron of the
local branch of the Navy League,
which is organising the concert),
Lady Peel and party, H.E. Major-
General J. W. Sandilands, C.B.,
C.M.G., D.S.O., and Rear-Admiral
R. A. S. Hill, C.B.E., R.N.

Tickets, obtainable at the An-
derson Music Co., are \$2 and \$1,
with special rates of 20 cents
each for Service men and their
friends, this latter including tram
fare to and from the Theatre.

PLANE HITS HOUSE. ENTERS AND BURNS IT TO THE GROUND.

To the series of aeroplane disas-
ters which have occurred recently
in various parts of Europe another
was added in Warsaw, recently,
when a military plane, flying at
great speed, crashed head-on
against the side of a tenement
house and penetrated the wall.
The exploding gasoline caused a
blaze which gutted the whole
house. The pilot and his observer
were burned to death while five
people living in the house were
seriously injured.

ROUND THE CINEMAS

GAYNOR AND FARRELL IN
"SUNNY SIDE UP."

FAVOURITE SWEETHEARTS.

Janet Gaynor and Charles Farrell,
Hollywood's favourite sweethearts,
will make their Fox Movietone musical
comedy debut on the Queen's
Theatre screen in "Sunny Side Up,"
written by De Silva, Brown, and
Henderson. This elaborate produc-
tion, hailed as the greatest of the
year, will be seen and heard starting
to-day.

Farrell reveals a pleasing baritone
voice in several song numbers which
are certain to add thousands to his
already long list of admirers. Miss
Gaynor, in addition to singing,
dances and plays the zither.

An unusually fine supporting cast
surrounds the stars in Sharon Lynn
and Frank Richardson, who made
individual hits in the "Fox Move-
tone Polles," Marjorie White,
sparkling Broadway comedienne, and
El Brendel, whose Swedish im-
personations have made him one of
the screen's most popular performers.

The celebrated trio of author-
composers are credited with the suc-
cessful stage musical comedies,
"Good News," "Manhattan Mary,"
"Three Cheers," "Hold Everything,"
and "Follow Through." They have
provided half a dozen sensational
songs for this production.

Augmenting the imposing cast are
100 singing and dancing beauties in
the chorus ensembles. David Butler
directed the production.

"PARAMOUNT ON PARADE."

A world of entertainment will be
spread before patrons of the Cen-
tral Theatre to-day where "Para-
mount on Parade," the long awaited
and joyously anticipated festival of
the stars, opens its seven days' en-
joyment visit. It's a great party
and everybody's invited.

More than 35 stars and featured
players of the Paramount studios
join in the glamorous, breath-taking
entertainment revel. Hollywood, it
is said, feels "big" pictures before
they are completed, and in the case
of "Paramount on Parade," even
the most astute Hollywoodians ad-
mitted it is bigger than they ever
felt it would be.

The picture was five months in
the making and, during that time,
the greatest secrecy surrounded it.
When it was first shown in Holly-
wood a delighted audience rocked
and roared and hummed and
thoroughly enjoyed themselves
watching it. It has just been re-
leased to the public. The Central
Theatre is one of the very first
theatres anywhere to show this
super-special.

"Paramount on Parade" is thrill-
ing, gorgeous, spectacular, funny,
exciting, exquisite, tuneful and
every other adjective in the lan-
guage. The most famous screen
stars, George Bancroft, Clara Bow,
Maurice Chevalier, Nancy Carroll,
and many others, do their stuff.
There is fun from Harry Green,
Jack Oakie, Skeets Gallagher and
Helen Kane; songs and dancing
from Nancy Carroll and Clara Bow;
Charles (Buddy) Rogers makes
love; Ruth Chatterton does a
dramatic bit that's probably the best
thing she has ever done on stage or
screen. Richard Arlen, Gary Cooper,
Jack Francis, Fredric March, Lil-
lian Roth and Fay Wray, and all the
other young and handsome and
beautiful highlights of Paramount
pictures contribute their best.

And everything is surrounded
with a glamorous, glorious aura of
songs, music, beautiful chorus girls,
gorgeous settings. Many of the
scenes are in technicolor. Broad-
way's famous music ensemble, Abe
Lyman and his band, furnishes some
of the music.

There's going to be a real party
at the Central Theatre to-night, to-
morrow, and following five days.
Everybody's invited.

N.W. FRONTIER.

OPERATIONS AGAINST THE
AFRIDS.

Simla, Yesterday.
An official statement is expect-
ed shortly notifying that military
operations are to begin against
the Afrids.

It is understood that the troops
will be commanded by General Sir
Robert Cassels and Major General
J. F. Coleridge.

Several hundred Afrid pen-
sioners have reached Peshawar
in response to the Government's
summons for a conference.
Others, while en route, were inter-
cepted and turned back by hostile
tribesmen.—Reuter.

Ten Years Ago.

(From the "China Mail" of
October 9, 1920.)

A water snake fourteen feet in
length was shot by Mr. Kilbee,
Chief Officer of the s.s. Talsang,
in the harbour yesterday. The
snake was first seen trying to
climb up the stern post of the
ship.

DOMINIONS MUST HELP.

(Continued from Page 1.)

Turning to inter-Imperial trade, he said that the United Kingdom's total imports were valued at \$1,220,000,000 of which the imports from the rest of the Empire represented \$558,000,000. The total imports into the Overseas part of the Empire totalled \$778,000,000, whereas imports valued at \$351,000,000 came from the rest of the Empire.

The United Kingdom's total imports of food, drink, tobacco, and raw materials amounted to \$737,000,000, whereas \$270,000,000 came from the rest of the Empire, while imports into the Overseas parts of Empire manufactured products totalled \$448,000,000, of which \$213,000,000 came from the rest of the Empire.

What Figures Reveal.

A detailed examination of the figures for each Dominion showed the following position:

United Kingdom imports from Canada, \$16,000,000; Exports to Canada \$35,000,000.

United Kingdom imports from Australia \$55,500,000; to Australia, \$54,000,000.

From New Zealand, \$47,500,000; to New Zealand, \$21,000,000.

From South Africa, \$21,000,000; to South Africa, \$32,000,000.

From the Irish Free State, \$45,000,000; to the Irish Free State, \$36,000,000.

While admitting that a great part of the \$167,000,000 worth of food products and raw materials imported from foreign countries could be produced in the Empire, and that it was desirable and necessary to see how far inter-Imperial trade could be improved, no one would assume for a moment that Britain could entirely cut herself off from the rest of the world. And on the other hand, a great part of the \$235,000,000 of manufactured goods imported into the rest of the Empire from foreign countries could be manufactured in the United Kingdom.

Tremendous Burden.

Proceeding, he referred to the unemployment figures and to the tremendous burden of taxation carried by Britain, which was still maintaining a standard of social services second to none in the world. The unfortunate economic difficulties which affected Britain must by the nature of things also impoverish the Dominions, from which Britain was in consequence unable to buy that which we should like to do.

"In the same way, you are equally affected. It is because of that common interest, because we are dependent and inter-dependent, and because our difficulties affect you, that I feel that we have a common interest in discussing these problems. We as a Government and people appreciate to the full the preferences, however they are given, that you offer to the Old Country. It is on your part a frank gesture and recognition of your Imperial interests and your anxiety to help, but I am sure on the other hand that you are not unmindful of the value of the Imperial connection. Defence, trustees, securities, and the work of the Empire Market-

ing Board are all the contributions that we make towards helping you. Probably no nation possesses greater potentialities than those contained within the British Commonwealth of nations. Surely it is not impossible to devise ways and means whereby this trade and these great potentialities can be used for the benefit of the people as a whole."

The Reference Hokey.

The Canadian Premier, Mr. R. B. Bennett, put forward a definite plan founded on the broad principle of Empire protection, based on common advantage and guided in its application by the need to ensure the welfare of home producer. He offered the Mother Country and all other parts of the Empire preference in the Canadian market in exchange for like preference in theirs, based upon the addition of a 10 per cent increase in prevailing general tariffs, or upon tariffs yet to be created. This rate could not be uniformly applied.

The basis of the proposal was the adequate protection of industries existing or to be established. Thus a certain flexibility in the preferential tariff must be ensured. This proposed preference should not be considered a step towards Empire free trade, which, he believed, was neither desirable nor possible. It was conceivable that the preferential rate should be lower for raw products, or where the Empire supply does not meet the demand, and higher where 10 per cent was inadequate to give Empire goods an appreciable advantage over foreign countries.

The Merchant Service.

He saw no reason why, by creating an additional preference on goods carried on Imperial ocean transport between Empire ports, the Merchant Service should not be profitably used. If this change in inter-Imperial economic relationship was to be made there should be no delay. He suggested that technical committees be set up in each country of the Empire to complete an inquiry into the effect upon their domestic situation of the proposal. These should be ready within six months, and he therefore proposed that the economic conference meet again in Ottawa as guests of Canada early next year to discuss the final reports.

The Australian Premier, Mr. J. Scullin, pointed out that nearly \$45,000,000 worth of foreign manufactured goods were imported into Australia, which he would like to see shared by Empire industries. How that could be done was a matter for those engaged in the industries of Australia and Britain to determine, and he thought that the methods of consultation should be evolved between their industrialists, with a view to making such allocations of supply of Australia's requirements as should benefit both parties. His Government would help to bring the suggested allocations into effect.

The Lion's Share.

"If British industry will co-operate in the development of our industries we will do everything in our power to help you to secure the lion's share of our import trade," said Mr. Scullin. He said that the tariff preference is, in the Australian Government's view, the most satisfactory form of help, but they could co-operate in any practical plan which might be jointly approved.

As an example of the value of the Australian markets to British manufacturers, Mr. Scullin said that while Argentina and Denmark contained twice as many people as Australia, and had a joint import trade almost twice as great, yet \$56,000,000 worth of British exports went to Australia as compared with \$41,000,000 worth to those two countries. Nevertheless, Britain imported \$130,000,000 from Argentina and Denmark as against \$54,000,000 from Australia. Mr. Scullin suggested that a Committee be formed to which he would submit detailed proposals for a policy of economic co-operation.

Tariff Concessions.

Mr. Forbes, New Zealand, dealing with the methods already adopted to increase inter-Imperial trade, said that in his opinion the tariff preference was most effective. He showed by figures that the preference accorded to British countries had had great influence in retaining the New Zealand market for Empire goods. The value of the preference granted last year was \$4,883,000, and this year it was estimated it would be \$5,621,000. He would advocate the utmost possible extension of tariff concessions, either by general arrangement and, where necessary, by individual agreements between two or more portions of the Empire.

As to bulk purchasing and price stabilisation of goods, he thought that to administer such a scheme it would be necessary to obtain complete control over the goods affected. New Zealand's view was adverse to an extension of State trading or of Government interference in commercial matters, further than was necessary for the welfare of the people. Until concrete proposals were brought forward he would suspend judgment.

New Zealand entirely agreed that the policy of the United Kingdom was one for the sole decision of her people and Government. In preference, New Zealand had consistently given British goods who had never looked for a quid pro quo from Britain, and she did not do so now, but if after consideration some measure of preference could be extended to Empire produce, it would be greatly appreciated by the people of New Zealand.

Free Trade Opposed.

The South African Finance Minister, Mr. Havenga, said that Empire free trade had been presented as a panacea for all ills, but South Africa could not afford and would not subscribe to such a policy. South Africa would welcome the extension of trade relations with the Empire by agreements providing for reciprocal tariff benefits. If such agreement were reached they should be for sufficiently lengthy periods to give confidence and ensure stability.

Newfoundland's Desire.

Sir Richard Squires, Prime Minister of Newfoundland, said that Newfoundland's desire was for the development of such extensive inter-Imperial trade as between Dominions, Colonies, and protectorates and the Homeland as may be possible, having regard to the economic conditions of each of the countries affected.

The Irish Free State Minister for External Affairs, Mr. McGilgan, pointed out that his country took 80 per cent of its imports from the Commonwealth, to which it sent 94 per cent of its exports. The Irish Free State sincerely desired the extension of this trade, although the development of inter-Imperial trade involved problems too delicate and complex for the solution by mere political formulae.

India's Policy.

The Indian Delegate, Sir Godfrey Corbett said that India was ready to consider favourably all schemes designed to encourage the development of trade with all other countries of the British Commonwealth. She was not prepared to depart from her present policy of discrimination and protection, which seemed to fulfil the conditions of rationalised production. India, therefore, was unable to commit herself to any general scheme of tariff preference within the Empire, but must reserve complete freedom to deal with each case as it arose.

British Wireless Service.

"WOOLLY" WRIT.

A plaintiff in the King's Bench Division said:—I am not a lawyer, but only a wool-merchant, and I cannot understand that writ."

Mr. Justice Swift:—No one else can. But if you are a wool-merchant you might be woolly enough. If you get a bill from your solicitors asking for payment for drafting that writ, you are not woolly. You can tell them that, and so, it is the biggest muddle I have ever seen.

NEW ADVERTISEMENTS

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "MIRZAPUR"

carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 15th October, 1930, at NOON, taking Cargo for the above Ports.

Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon on the Day of Sailing. The Contents and Value of all Packages must be declared. For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 9th October, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer, "HILDA"

From Trieste, Venice, Brindisi, Port Said, Karachi, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

Whichever delivery may be obtained, unless notice to the contrary be given before 8th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 14th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

DODWELL & CO. LTD., Agents.

Hong Kong, 8th, October, 1930.

NOTICE TO CONSIGNEES.

COMPAGNIE MARITIME BEIGE (LLOYD ROYAL) SOCIETE ANONYME.

From ANTWERP.

The Steamship, "LONDONIER"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 14th October, 1930, will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before 21st October, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th October, 1930, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

THE BANK LINE LTD., Agents.

Hong Kong, 9th October, 1930.

AIR TRAGEDIES.

SOCIALIST CHARGES AGAINST THE AUTHORITIES.

Paris, August 28.

Wednesday's air crashes, with a death toll of ten and four gravely injured, form the subject of virulent Press attacks against the Air Ministry.

The Socialist organ, Populaire, openly charges the military air authorities with "murder," by compelling young pilots to set out in machines which are generally known to be totally inadequate.

Other newspapers declare that the succession of crashes demonstrates the backwardness of the air authorities in bringing the Air Force to a high standard of efficiency.

An earlier message stated:—In addition to the already reported accident to a big military plane near Chartres, involving the death of the six occupants, a further smash occurred during the same manoeuvres, a big bombing plane crashing near Dijon, causing the death of four, and seriously injuring the two other military pilots.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 13th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1930, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

DX73—A Country Girl.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9896—Ivan Caryll Memories.

MX4—The Gelsa.

9896—Paul Rubens Memories.

The Anderson Music Co., Ltd.

9883—Lionel Monckton Memories.

9



CULTURE

And Her Hand-Maiden Commerce.

WEBSTER interprets Culture "the training and improvement and refinement of the mind, morals and taste." The greatest influence in promoting Culture has been Commerce because Commerce is ever responsive to the whims and wants of progressive humanity.

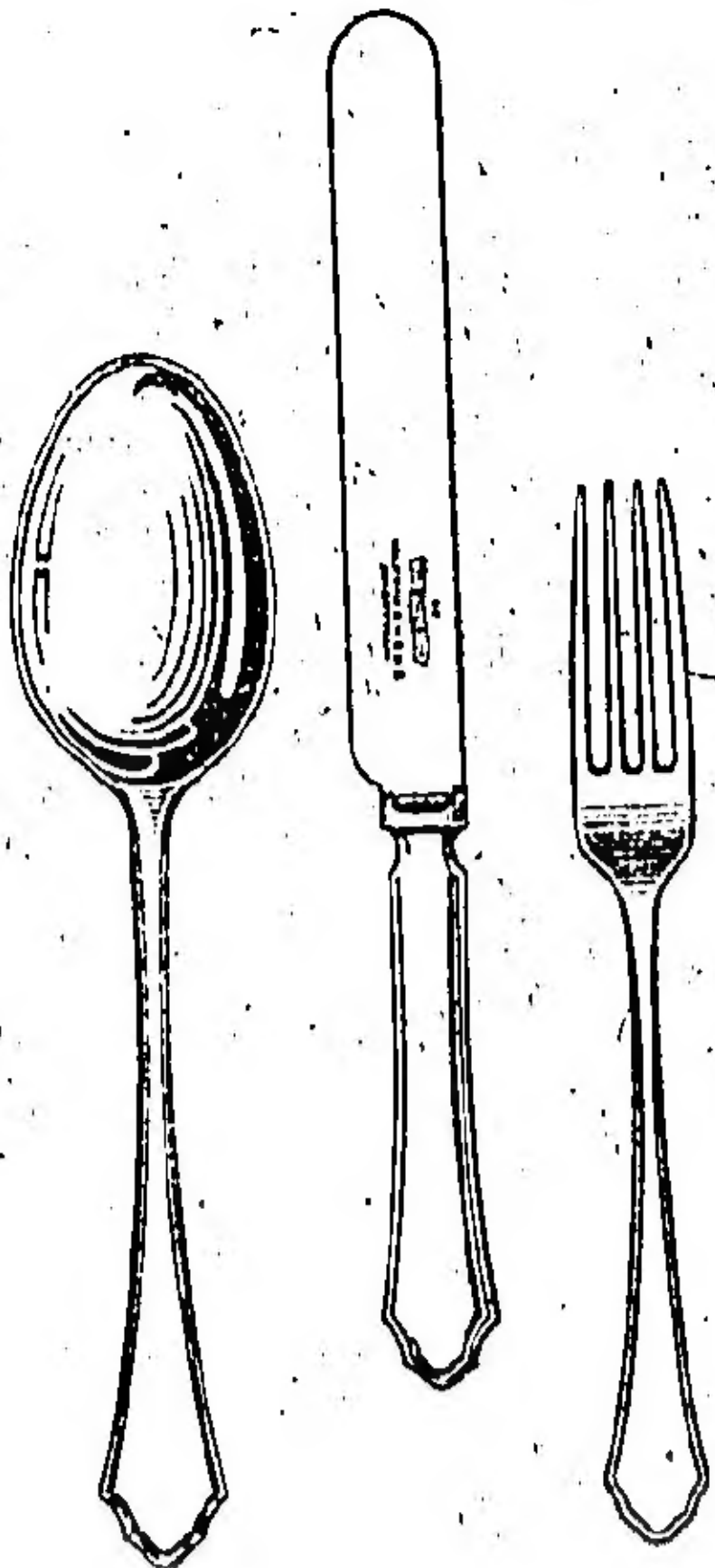
Wherever there arises the inspiration of an artist, wherever a design, a need, a field, or a fancy to contribute to the convenience of human kind commerce makes it accessible regardless of span of oceans, or obstacles between those who create and those who covet.

In the nurseries of France fine laces and lineries are contrived for the trousseau of a bride in battecreek. The essences of Araby are imprisoned in the par-fumeries that Paris passes on to the boudoirs of Park Lane.

Raw metals from the silver mines of Mexico, created into exquisite table-ware services by the artisans in Sheffield, enhance the refinement and good taste of the hostess in Hong Kong.

LANE, CRAWFORD, LTD.

SILVERWARE DEPARTMENT.



THE "PEMBURY" DESIGN.

BRINGS REFINEMENT TO YOUR HOME.

COME TO US FOR THE VICTOR RECORDS FROM THESE POPULAR MOVIE TONE PICTURES

"SUNNY SIDE UP"

- 22124—Sunny Side Up—Fox Trot..... Johnny Hamp's Kentucky Screamers.
—If I Had A Talking Picture of You—F.T. Johnny Hamp's Kentucky Screamers.
- 22146—I'm a Dreamer, Aren't We All?—F.T. High Hatters.
—You've Got Me Pickin' Petals Off of Daisies—F.T. High Hatters.
- 22148—I'm a Dreamer, Aren't We All? Johnny Marvin.
—If I Had A Talking Picture of You Johnny Marvin.
- 22195—Turn On The Heat—Fox Trot Horace Heidt and His Col.
—Georgia Pines—Fox Trot Nat Shilkret and Victor Orch.
- 35008—Gems from "Sunny Side Up" Victor Light Opera Company.
—Gems from "The Love Parade" Victor Light Opera Company.

PARAMOUNT ON PARADE

- 22263—Nichave! (Nothing Matters) Dennis King.
—If I Were King Dennis King.
- 22346—Sweepin' the Clouds Away—Fox Trot Coon—Sanders Orch.
—Any Time's the Time to Fall in Love—Fox Trot Philip Spitalny and His Orch.
- 22378—Sweepin' the Clouds Away Maurice Chevalier.
—All I Want Is Just One Maurice Chevalier.
- 22384—Dancing to Save Your Soul—Fox Trot Gus Arnheim and His Orch.
—All I Want Is Just One—Fox Trot Gus Arnheim and His Orch.

S. MOUTRIE & CO., LTD.

(Victor Distributors)

Chater Road.

THE KWONG KWUI CO., LTD.

PHOTO SUPPLIES.

PHOTOS TAKEN DAY AND NIGHT.

LATEST VIEWS OF HONG KONG, CANTON & MADAO.

DEVELOPING, PRINTING & ENLARGING.

AT 24 HOURS SERVICE.

74, Queen's Road Central, Hong Kong.

Tel. 22170.

Sport Columns

HOME FOOTBALL.

INTER-LEAGUE MATCH IN SCOTLAND.

IRISH FALL BADLY.

The annual Inter-League match between the Scottish League and the Irish League was played yesterday, the result (according to Reuter) being:

Scottish 5 Irish 0

No drawn game has been recorded in the 31 games between the Scottish and Irish Leagues, the elect of Scotland having won 28 to 3, with a goal record of 100 to 25 in their favour.

F. A. Charity Shield.

Wednesday and the Arsenal met yesterday in the F. A. Charity Shield competition, the result being:

Arsenal 2 Wednesday 1

Southern League.

Brighton met Swindon in the Southern section of the Third Division of the League, the result being:

Brighton 1 Swindon 0

	P.	W.	D.	L.	F.	A.	Pts.
Notts C.	10	8	2	0	28	7	18
Torquay	10	6	2	2	28	16	14
Northampton	9	5	3	1	19	5	13
Brentford	10	4	2	4	18	16	12
Coventry	9	4	3	2	16	13	11
Fulham	9	4	3	2	11	13	11
Crystal Pal.	9	4	2	3	27	17	10
Swindon	10	5	0	5	19	10	10
Queen's P.R.	9	4	1	4	19	11	9
Gillingham	9	3	3	3	17	14	9
Southend	9	4	1	4	20	18	9
Brighton	10	3	3	4	14	17	9
Bristol R.	10	3	3	4	16	22	9
Luton	10	3	3	4	14	20	9
Clapton O.	9	3	2	4	17	18	8
Bournemouth	9	2	4	3	12	14	8
Walsall	9	3	2	4	12	17	8
Wolverhampton	9	3	1	5	21	22	7
Exeter	10	2	3	5	14	21	7
Norwich	9	1	4	4	9	20	6
Thames	9	2	1	6	11	23	5
Newport	9	2	0	7	10	25	4

RUGBY FOOTBALL.

THE FIRST TRIAL OF THE SEASON.

H.K.F.C. TEAMS.

In the first Club trial match, the Probables defeated the Possibles by 23 points to 3. A one-sided first half was the cause for the Probables tall scoring. Last minute changes in the teams were G. A. L. Plummer for G. E. R. Divett and J. A. Beaumont for J. R. Riddell.

From the kick off the Probables gained possession and some loose play was followed by Burch going over for an unconverted try. Pressure was maintained and the score increased when Koop cut through to score near in, Goldman converted to put the Probables 8 points in the lead. It was not long before Koop broke through, again using his great speed to advantage. Just before half-time Koop was again responsible for another try, a reverse pass sending Plummer over.

Half time:—
Probables 16
Possibles 0

Two changes were made during the breather, Turner taking the place of King and Suttill that of Cox. These changes had a good effect and play was far more even. Soon after the re-start "Whitham" the Probables full-back was forced to leave the field owing to a knee injury. Buttress took the last position of defence. A ding dong battle raged in mid-field for some time until Plummer relieved the tension by scoring well out on the touch line. The Probables were now leading by 19 points to nil. Frequent raids on the Possibles' line resulted in Goldman dropping a good goal.

The Possibles' solitary try came from Ferguson, who nearly swerved past two players to score a good unconverted try. This acted as a tonic to the losers, but time was drawing short and a last effort was too late, the final whistle sounding with the Possibles attacking strongly.

RIFLE LEAGUE.

ANNUAL MEETING POSTPONED.

The annual meeting of the Hong Kong Rifle League has been postponed until a later date, owing to tomorrow being a public holiday.

Our Sports Diary

LOCAL.

Aquatics—To-day—Army Harbour Swim, 3.45 p.m.
Hockey—To-day—Club de Recreo v. Y.M.C.A., King's Park, 5.10 p.m.
Tennis—To-day—Draw for L.R.C. Tournament; Entries close for C.R.C. Mixed Doubles.
Saturday—Draw for C.R.C. Mixed Doubles.
Football—To-day—Garrison League—"B" Co. S.L.I. v. "D" Co. S.L.I.
To-morrow—Garrison League—"RE" v. R.A.S.C.; "A" Co. Argyls v. Headquarters Co. S.L.I.
Saturday—First Division, Somerset v. Navy; Royal Artillery v. Club; Chinese Athletic v. Argyls; Police v. South China; Club de Recreo v. St. Joseph's; Second Division, Argyls v. Navy; St. Joseph's v. Somerset; Club v. University; Chinese Athletic v. Eastern; South China v. Club de Recreo, Royal Artillery v. Kowloon F.C.; Third Division, Chinese Athletic v. Royal Engineers; Somerset v. Fukien; South China v. Royal Air Force; Ewo v. R.A.S.C.
Tuesday—Meeting of F.A. Council, 5.30 p.m.
Cricket—To-day—C.C.C. annual meeting, 5.30 p.m.
To-morrow—C.C.C. v. Club de Recreo; K.C.C. v. H.K.C.C., 11 a.m.; H.K.C.C. II v. K.C.C. II, 11 a.m.
Saturday—Division II—C.C.C. v. R.A.S.C.; Friendly; C.S.C.C. II v. Somerset; I.R.C. II v. Police; K.C.C. v. H.K.C.C.; H.K.C.C. II v. K.C.C. II.
Tuesday—H. K. C. C. Annual Meeting, 5.30 p.m.
Basket Ball—To-day—Inter-Faculty Match—Engineers v. Medicals, 4.45 p.m.
Racing—To-morrow and Saturday—Eltham Extra Race Meeting.
Golf—To-morrow to Sunday—Bogey Pool, Fanling.
Sunday—Gymkhana and presentation of prizes, K.G.C.; Closing Entrance Date for Championship, K.G.C.
November 2—Opening of "New Course," Fanling.
Boxing—Wednesday—Somerset v. Argyls, Murray Barracks.
Rugby Football—Monday—Club v. H.M.S. Cornwall.
October 15—Second Trial Match, Happy Valley.
Baseball—Saturday—Filipinos v. Japanese.
Sunday—Kisaras v. South China.
Billiards—Saturday—Steel Coulson League—Winners v. Rest, St. Patrick's Club, 6 p.m.
Ping Pong—Sunday—Junior League—Commercial Press v. Wah Ying Club (Kangto School).
Monday—Junior League, Hip Keung A.A. v. Chinese A.A. (Chinese Catholic Club); Chinese Catholic Club v. Hop Chee Club (Chinese Catholic Club).
Wednesday—Junior League—South China A.A. v. Nam Mo A.A. (Chinese Catholic Club); Nam Chung A.A. v. Commercial Press (Chinese Catholic Club); Fukien A.A. v. Indian R.C. (South China A.A.).
Athletics—Sunday—Club de Recreo Sports, King's Park.
Fencing—Monday—Royal Hong Kong Yacht Club, 5.15 p.m.
Whist—Tuesday—St. Patrick's Club Drive, 8.30 p.m.
Chess—Tuesday—Annual Meeting of Kowloon Chess Club, 5.30 p.m.
Lawn Bowls—October 12—Taikoo R.C. Closing Day and Presentation of Prizes.
Yachting—October 12—Menagerie Race.
October 20—Annual Meeting of Members.
October 25—Menagerie Race.
November 1—Opening Cruise.
November 8—First Championship Race.

HOME.

Racing—Wednesday—The Casarewitch, Newmarket.
October 23—Cambridgehire Stakes, Newmarket.
Football—October 20—England v. Ireland.
October 25—Scotland v. Wales, Ibrox Park, Glasgow.
November 22—Wales v. England.
November 29—English Cup—First Round.

BOXING.

SURPLUS OF INCOME LAST YEAR.

SUBSCRIPTIONS DOWN.

A surplus of income over expenditure was announced by Mr. R. M. Dyer, who took the chair at the annual meeting of the Boxing Association last night. Mr. Dyer also intimated that His Excellency the Governor had kindly consented to become President.

Actual figures quoted by the Chairman showed a surplus of \$708.27, as against excess of expenditure last season of \$798.94.

Subscriptions showed a falling off from the previous year, but public support was apparently improving.

Mr. T. G. Bennett, Honorary Treasurer and Secretary, had resigned as he was due for Home leave, but Mr. G. S. Hugh-Jones had kindly consented to take his place.

Mr. C. Bond proposed that Mr. Bennett be presented with a small memento, which met with unanimous approval. The question of a training school was deferred.

The Officers for the ensuing year are as follow:

Chairman—Mr. R. M. Dyer.

Vice-Chairman—Mr. J. Scott.

Hon. Secretary and Treasurer—

Mr. G. S. Hugh Jones.

General Committee—Messrs. A. W. Grimmit, W. Logan, C. Bond, H. G. Sheldon and W. Ward.

TENNIS.

LADY CHAMPION OF JAVA.

Miss Lucy Lee, the lady tennis champion of Java, who played exhibition games at the Chinese Recreation Club yesterday, set a new style in apparel for net women by appearing on the court in a sleeveless white blouse and long trousers, which gave her a mannish appearance.

Miss Lee was opposed by Miss Enid Lo in a singles game, and rather disappointed the spectators by losing to the local girl. Miss Lo was at the top of her form and appeared to be unable to do anything wrong, whilst the visitor displayed few good strokes, being generally weak in the exchanges. Miss Lo won by 6-1, 6-2.

In a doubles game which followed, Miss Lee partnered Miss Lo against Mrs. James and Mrs. Keary. The European pair proved too strong a combination for the Chinese and won in straight sets of 6-3, 7-5, but they had to play all they knew to secure the last set. Subsequently a mixed doubles game was played. Miss Lee was partnered by S. A. Rumjahn, whilst Miss Lo played with her brother M. W. The brother and sister's team work was perfect, no doubt due to constant play together. This advantage was too much for the other pair, who, although they put up a gallant fight, lost by 6-1, 7-5.

SERVICES TOURNAMENT AT Y.M.C.A.

The semi-finals and final of the Y.M.C.A. Services Tennis Tournament were played at the Kowloon "Y" yesterday, and resulted as follows:—

Semi-Finals.

Corporal Penny, R.C.O.S., beat B.Q.M.S. Stephenson, R.A., 6-2, 7-5.

Sergt.-Major Atkinson, R.A., beat Sergt. McCarthy, S.L.I., 4-6, 6-0, 6-0.

Final.

Sergt.-Major Atkinson, R.A., beat Corp. Penny, R.C.O.S., 6-2, 6-2.

CRICKET.

K.C.C. TEAMS FOR TWO DAYS' MATCH.

The following will represent the K.C.C. 1st XI. in their two days' match against the H.K.C.C. at Kowloon, starting at 11 a.m. to-morrow and 2 p.m. on Saturday:—J. C. Lyl (captain), E. C. Fincher, E. F. Fincher, W. Brace, F. Goodwin, S. Jex, Capt. J. R. Reynolds, F. Zimmern, W. C. Hung, G. C. Burnett, and F. S. W. Smith.

The K.C.C. 2nd XI. which will meet the H.K.C.C. second eleven on the Hong Kong ground, commencing at 11 a.m. to-morrow and 2 p.m. on Saturday will be:—L. E. Lindsell (captain), G. Lee, G. A. V. Hall, N. A. E. Mackay, D. W. Gregory, F. E. Skinner, Capt. W. Shipsey, F. Cavay, J. Fraser, H. Overy, and A. R. F. Raven.

GRAND OPENING

TO-MORROW

HEAR

"BROADWAY BABIES"

100% TALKING DANCING & SINGING

AT THE

MAJESTIC

Nathan Rd, Kowloon, Phone 57222

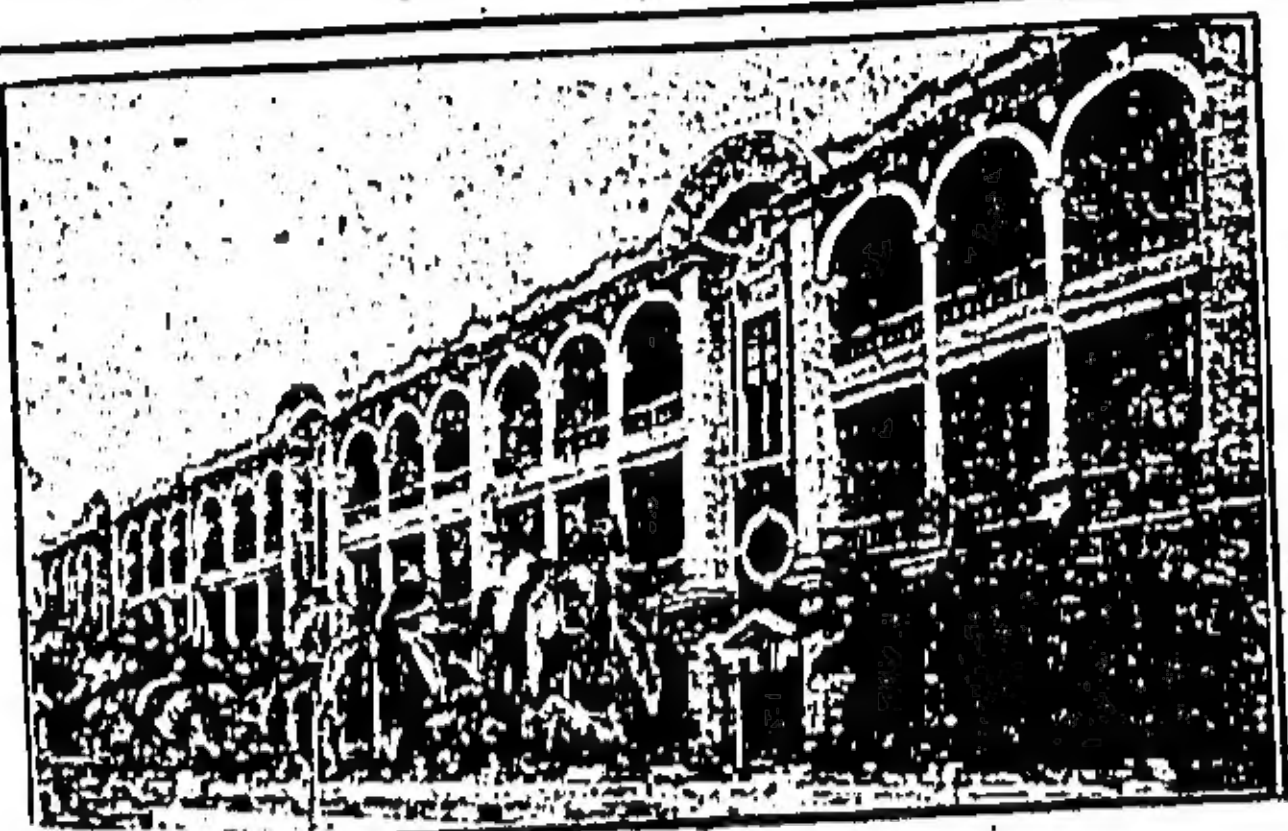
Advance Booking at the Theatre.

THURSDAY, OCTOBER 9, 1930.

THE
HONG KONG
PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL

AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL
HOTELS,
LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.



"EMPRESS LODGE"
PRIVATE HOTEL

Cable Add. 2-12, MODY ROAD, KOWLOON. Call or Telephone 57296.
Hong Kong.

AIRLIE HOTEL 23-25, NATHAN ROAD, KOWLOON.
Under European Management. Three Minutes From Ferry.
EXCELLENT CUISINE—MODERN APARTMENTS.
TERMS MODERATE. Cable Address: "AIRLIE."
Tel. 57357.

THE HARBOUR VIEW PRIVATE HOTEL.
9-12, Chatham Road, Kowloon.
Finest Situation on the Peninsula. Large Airy Rooms with Full
Benefit of the Cool Sea Breezes. Unequalled Cuisine. Cable Add.
Phone 55734. Proprietress—Mrs. Gardiner. "Harview."

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Friday, the 10th instant the General Post Office and Branch Post Offices will be open from 8 a.m. to 9 a.m. There will be one collection from the pillar boxes, one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m. The Money Order Office will be entirely closed.

INWARD MAILS

THURSDAY OCTOBER 9.
Japan via Suez (Letters and Papers, London, Sept. 11) and Parcels (Sept. 4) Morea
U.S.A., Honolulu, Japan and Shanghai (San Francisco, September 13) and Europe via
Siberia (London, September 20) Shinyo Maru.
FRIDAY, OCTOBER 10.
Manila Oostkerk
U.S.A., Canada, Japan & Shanghai (Seattle, Sept. 20) President Grant
Japan and Shanghai Malwa
SATURDAY, OCTOBER 11.
Shanghai and Swatow Sunning
Straits Kidderpore

OUTWARD MAILS

For THURSDAY, OCTOBER 9.
Samshui and Wuchow 4 p.m.
Saloon 5 p.m.
Straits, Ceylon, India, Mauritius,
E. & S. Africa, Aden, Egypt &
Europe via Marseilles
K.P.O. Malwa (Due Marseilles November 7.)
Parcels Oct. 9, 5 p.m.
Registration Oct. 11, 9 a.m.
Letters Oct. 11, 10.30 a.m.
FRIDAY, OCTOBER 10.
Shanghai, Japan and Europe via
Siberia 9 a.m.
Swatow, Amoy and Foochow 9 a.m.
SATURDAY, OCTOBER 11.
Australia (except places North of
Brisbane) and New Zealand
via Singapore and Brisbane
Malwa, connecting with Nieuw
Zealand at Singapore
(Due Brisbane, Nov. 4.)
Registration Oct. 11, 9.15 a.m.
Letters 10 a.m.

* Superscribed correspondence only.

ATHLETICS WIN.

ST. LOUIS LOSE WORLD'S
BASEBALL PRIZE.

FOUR WINS SECURED.

New York, Yesterday.
Philadelphia Athletics have retained the world's baseball championship by defeating St. Louis Cardinals by 7-1 in the sixth game, thus securing four wins—Reuter's American Service.

GOLF.

STARTING TIMES FOR
TO-MORROW.

The following are the starting times of the Royal Hong Kong Golf Club for to-morrow, the 10th instant:

9.20 a.m. A. G. Coppin, H. C. Shrubsole.
9.24 " I. H. Geare, D. Forbes.
9.28 " N. K. Littlejohn, J. G. Campbell.
9.32 " E. Grimbale, A. B. Stewart.
9.36 " I. Allison, P. Morrison.
9.40 " E. R. Price, H. T. Buxton.
9.44 " T. J. Price, Rev. C. B. Shann.
9.48 " D. J. Keogh, J. S. Dykes.
9.52 " D. J. Gilmore, R. Young.
9.56 " A. D. Humphreys, W. C. Shields.
10.00 " F. Groves, E. N. Monie.
10.04 " G. G. Johnson, R. L. S. Webb.
10.08 " J. P. Warren, W. Wright.
10.12 " J. W. Mayhew, H. L. Schultz.
10.16 " A. Leach, Cdr. Morris.
10.20 " R. A. Stuart, S. S. Perry.
10.24 " A. E. Lissman, T. S. Whyte-Smith.
10.28 " H. H. Williams, Capt. Weir.
10.32 " L. Goldman, G. D. Nicholl.
10.36 " W. J. Clerk, R. W. Taplin.
10.40 " J. E. Richardson, J. Forbes.
10.44 " W. A. Weight, E. Stone.
10.48 " Col. Stokes, E. J. R. Mitchell.
10.52 " R. E. Atwell, E. M. Moon.

A meeting of colliery owners in London approved the preparation of a Central Marketing Scheme under the Coal Mines Act, 1930.

Mr. A. H. Yeatman, aged about 60, a Poole (Dorset) solicitor, was drowned while bathing at Poole.

MOSCOW ANGRY.

ANTI-SOVIET ACTIVITY IN
MANCHURIA.

"DISMISS THE WHITES."

Moscow, Yesterday.
The Soviet Government has sent via Mukden a note to Marshal Chang Hsueh-liang, the Manchurian war lord, protesting against "the unceasing anti-Soviet activity among White Russians in Manchuria," and insisting on the immediate disarming and deportation of White bands and the dismissal from the Chinese service of all Russians actively participating in the White organisations.—Reuter.

HERO FUND.

CORONER'S COMMENTS ON
POLICY.

London, August 12.
Comments on what he described as the changed policy of the Carnegie Hero Trust Fund were made by Mr. Ingleby Oddie at an inquest at Lambeth yesterday on the body of Katherine Mary Ottewill, who jumped into the Thames from Vauxhall Bridge and was drowned.

Attempts to save her were made by P.C. James Adamson, 21, and George Cornell, 24, a wharf labourer, and in commending the two men for their bravery Mr. Oddie said that he hoped that somebody would bring the conduct of Adamson to the notice of the Police Fund and that he would be suitably rewarded. Mr. Oddie added: "I used to commend these cases to the Carnegie Hero Trust Fund, and many times they have presented their velleum certificate for bravery, and more substantial gifts in the form of gold watches suitably inscribed and, in some cases, money. Nowadays, unfortunately, they have changed their policy, and apparently they do not give rewards for heroism unless the hero has sustained damage of some kind and unless he is associated in saving life."

The coroner said he would have thought that the action itself was the real test as to whether a man should have his conduct rewarded. As it was apparently useless to bring the case to the notice of the Carnegie Hero Trust Fund he would commend the bravery of the two men to the Royal Humane Society.

The constable, who is a native of

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wife 1/3 9/16
Bank, on demand 1/3 9/16
Bank, 4 months' sight 1/3 11/16
Credits, 4 months' sight 1/4 3/4
Documentary, 4 months' sight 1/4 3/4
On Paris—
On demand 802 1/2
Credits, 4 months' sight 842 1/2
On New York—
On demand 31 1/2
Credits, 60 days' sight 32 1/2
On Bombay—
Wire 87 1/2
On demand 87 1/2
On Calcutta—
Wire 87 1/2
On demand 87 1/2
On Singapore—
On demand 87 1/2
On Manila—
On demand 63 1/2
On Shanghai—
On demand Tls. 80 1/2
Dollar 8 1/2 % dis.
On Yokohama—
On demand 63 1/2
Sovereigns (Bank's buying rate) 1/4 3/16
Silver (per oz.) 16 1/2
Bar Silver in Hong Kong Par.
Copper Cash Nominal.
Copper Cents 3 % prem.
Rate of Native Interest 3 1/2 % p.a.
Chinese Sub. Coin 24 1/4 % dis.
Hong Kong Sub. Coin Par.

Kilmarnock, and was formerly a member of the Paisley Amateur Swimming Club, has been in the London Police Force since April last year. He told the coroner that he was taking notes on Vauxhall Bridge when he saw the woman struggling in the water. He took off his helmet, gave his truncheon to a passerby, and jumped into the river, without taking off his coat or boots. There was a flood tide and the woman was 150 yards away. When he got within 220 yards of her she threw up her arms and sank. He dived twice but could not find her so he swam ashore. When he came out of the water he went back to his traffic duty until an inspector advised him to go and change his clothes. Cornell also dived in and attempted to help the constable.

The body of the woman was recovered near the County Hall, Westminster. She left a note in which she said that she was "tired of life," and added, "Good-bye, look after my dog and children." A verdict of suicide while of unsound mind was recorded.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 9th Oct., 1930.

STOCK	Buyers	Sellers	Sales	Dom.	Fin.	Last dividend and when paid
Banks.						
Hong Kong Bank	1510				Dec.	Interim 2 1/2 % for 1929 ex. 1/21 = 44.45 Aug. 11, 29
Chartered Bank					Dec.	Interim 7 % for 1929 ex. 1/21 = 44.45 Sep. 1, 30
Mercantile Bk. & B.					Dec.	Interim 7 % for 1929 ex. 1/21 = 44.45 Sep. 1, 30
Bank of Asia					Dec.	8 % for 1929 ex. 1/21 = 44.45 Feb. 23, 30
Insurances.						
Canton Ins.	1085				Dec.	Final 2 1/2 % for 1929 ex. 1/21 = 44.45 May 15, 29
Union Ins.	447 1/2				Dec.	Final 1 1/2 % for 1929 ex. 1/21 = 44.45 May 20, 30
China Underwriters	2.55	2.70			Dec.	None
China Fire Ins.	400				Dec.	Final 2 1/2 % for 1929 ex. 1/21 = 44.45 May 20, 30
H. K. Fire Ins.	1080				Dec.	Final 2 1/2 % for 1929 ex. 1/21 = 44.45 Mar. 25, 30
Shipping.						
Douglas	28 1/2				Dec.	Last dividend for 1929 ex. 1/21 = 44.45 Mar. 4, 30
H. K. Steamboats	25 1/2				Dec.	12 % ex. 1/21 = 44.45 for 1929 and 1930 June 19, 30
Indo-China (Pref.)					Dec.	Last dividend for 1929 ex. 1/21 = 44.45 July 8, 30
(Def.)					Dec.	1/2 % for 1929 ex. 1/21 = 44.45 Mar. 10, 30
Shell Transports					Dec.	1/2 % for 1929 ex. 1/21 = 44.45
Union Waterboats					Dec.	1/2 % for 1929 ex. 1/21 = 44.45
Mining.						
Beacons					Dec.	Interim 10 % for 1929 ex. 1/21 = 44.45 Sept. 30, 30
Kailash Mining Ad. S.					Dec.	Interim 1 1/2 % for 1929 ex. 1/21 = 44.45 June 1, 30
Langkat					Dec.	1/2 % for 1929 ex. 1/21 = 44.45 May 8, 30
S'hai Exploration	1.30				Dec.	None
Loans					Dec.	Interim 1/2 % for 1929 ex. 1/21 = 44.45 July 1, 30
Raubs	2 1/2				Dec.	First interim 1/2 % for 1929 ex. 1/21 = 44.45 Sep. 26, 30
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	168 1/2				Dec.	80 % for 1929 ex. 1/21 = 44.45 Mar. 13, 30
H. K. & W. Docks	34				Dec.	Last dividend for 1929 ex. 1/21 = 44.45
China Providents (old)	5.15				Dec.	Last dividend for 1929 ex. 1/21 = 44.45
(new)	2.40	2.55			Dec.	Interim 2 1/2 % for 1929 ex. 1/21 = 44.45 Sep. 12, 30
Hongkows	250				Dec.	Interim 2 1/2 % for 1929 ex. 1/21 = 44.45 Feb. 20, 30
N. Engineering	7.80				Dec.	T. 0.50 for 1929 ex. 1/21 = 44.45 July 30, 30
Shanghai Docks	122				Dec.	T. 7 % for year 20-30
Lands, Hotels & Buildings.						
H. K. & S. Hotels	11.30	11 1/2			Dec.	50 cents for 1929 ex. 1/21 = 44.45 Apr. 7, 30
H. K. Lands (old)	75 1/2				Dec.	Interim 2 1/2 % for 1929 ex. 1/21 = 44.45 Aug. 8, 30
(new)	73 1/2				Dec.	Interim 2 1/2 % for 1929 ex. 1/21 = 44.45 July 31, 30
Rights	12 1/2				Dec.	50 cents for 1929 ex. 1/21 = 44.45 May 7, 30
Shanghai Lands	305				Dec.	Interim 30 cents for 1929 ex. 1/21 = 44.45 Sep. 4, 30
Humphreys	15				Dec.	85 % for year 20-30 ex. 1/21 = 44.45 July 31, 30
H. K. Realities	8 1/2				Dec.	85 % for year 20-30 ex. 1/21 = 44.45
Chinese Estates	87				Dec.	85 % for year 20-30 ex. 1/21 = 44.45
Cotton Mills.						
Ewo Cottons	12 1/2				Dec.	Final T. 3 1/2 % for 1929 ex. 1/21 = 44.45 Mar. 17, 30
Shanghai Cotton	88				Dec.	(T. 2.45 old) for half year 20-30 May 28, 30
Zong Sing	10 1/2				Dec.	T. 0.50 for year 20-30 ex. 1/21 = 44.45 Pending
Public Utilities.						
H. K. Tramways	17.00				Dec.	Interim 40 cents for 1929 ex. 1/21 = 44.45 Aug. 27, 30
Peak Tram (old)	13.50				Dec.	12 % on old for year 20-30 ex. 1/21 = 44.45 June 15, 30
(new)	13.50				Dec.	81 % for 1929 ex. 1/21 = 44.45 Feb. 14, 30
Star Ferry	83				Dec.	1st. 25 cents for year 20-30 ex. 1/21 = 44.45 May 19, 30
China Light (old)	34.70				Dec.	25.00 for 1929 ex. 1/21 = 44.45 Mar. 13, 30
(new)	34 1/2				Dec.	25.00 for 1929 ex. 1/21 = 44.45
H. K. Electric	77 1/2				Dec.	None
Macao	11 1/2				Dec.	None
Sandakan Lights	11 1/2				Dec.	Int. 10 cents for 1929 ex. 1/21 = 44.45 Aug. 1, 30
H. K. Tels. fully paid	35 1/2				Dec.	T. 0.50 for 1929 ex. 1/21 = 44.45 Feb. 25, 30
(new)	32 1/2				Dec.	1/2 % on preference shares Subject to income tax Feb. 5, 30
China Buses	8 1/2				Dec.	1/2 % on preference shares Subject to income tax Feb. 5, 30
S'pore Traction (Ord.)	19 1/2				Dec.	1/2 % on preference shares Subject to income tax Feb. 5, 30
(Pref.)	19 1/2				Dec.	1/2 % on preference shares Subject to income tax Feb. 5, 30
Industrials.						
China Sugars	1				Dec.	In Liquidation
Malayan Sugars	27				Dec.	Pa. 3 for 1929 ex. 1/21 = 44.45 Apr. 11, 30
Cald. Macg. Ord.	10 1/2				Dec.	(T. 0.50) for 1929 ex. 1/21 = 44.45 Apr. 30, 30
(Pref.)	10.40				Dec.	None
Canton Ice	9				Dec.	None
Cements (com.)	17.55	17.85			Dec.	1st. 25 cents on old for 1929 ex. 1/21 = 44.45 Mar. 15, 30
(old)	17.55				Dec.	1st. 25 cents on old for 1929 ex. 1/21 = 44.45
(new)	5.30				Dec.	1st. 25 cents on old for 1929 ex. 1/21 = 44.45
H. K. Ropes	10 1/2				Dec.	Last dividend for 1929 ex. 1/21 = 44.45
United Asbestos	5				Dec.	None
Stores, &c.						
Dairy Farms C/R	36.50				Dec.	81.40 for 1929 ex. 1/21 = 44.45 Mar. 14, 30
X/R	24 1/2				Dec.	None
Right	9				Dec.	70 cents for year 20-30 ex. 1/21 = 44.45 Mar. 31, 30
Watsons	11.00				Dec.	None
Der A Wings	11.00				Dec.	None
Lane Crawfords	11.00				Dec.	None
Mackinnons	11.00				Dec.	None
Sinceres	11.00				Dec.	None
Wm. Powells	11.00				Dec.	None
Miscellaneous.						
H. K. Amusement	28				Dec.	(25.00 on preferred) for year 20-30 ex. 1/21 = 44.45 Sept. 27, 30
Ch. Entertainment	10				Dec.	None
H. K. Constructions	2.40				Dec.	None
B. Ind. G. Bonds	24 1/2				Dec.	None
H. K. Govt. Loans	8 1/2				Dec.	Interest half yearly

REMEMBER THE

NELSON DAY CONCERT

AT THE LEE THEATRE

ON OCTOBER 21, at 9 P.M.

Full Band of the 2nd Battalion

ARGYLL AND SUTHERLAND HIGHLANDERS

(By kind permission of Lieut.-Col. R. G. MacLaine, M.C.)

SPECIAL FILM ATTRACTION:

"THE ROYAL NAVY ASHORE AND AFLOAT"

Being intimate shots of the Senior Service, produced with the co-operation and approval of the Admiralty.

POPULAR LOCAL ARTISTES.

Tickets, \$2 and \$1, obtainable from the Anderson Music Company. Special 20-cent tickets for Service Men and Friends, including tram fare to and from Theatre.

Late Peak Cars Will Be Available.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.
Office—2, Dundas Street, Kowloon. Tel. 57088.
Factory—2 Godown, Praya, Dundas Street, Mongkok.

DO YOU KNOW that by paying \$130.00 down and \$23.00 per month for a limited period you can become the proud owner of a

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

on view at—
The Hong Kong Electric Co. Ltd. Wm. C. Jark & Co. Ltd.
The General Electric Co. Ltd. Andersen Meyer & Co. Ltd.

THIS MAKES THE
FIFTY-FIRST COURSE
I'VE PASSED
TO-DAY.



DINKY
LINKS
GOLF
COURSE

NOW LOOK AT THAT BIG FAT HEAD
PLAYING THE GAME! LOOK AT
THE GETTING! JUST TELL THAT
DINKY!



HEY-
YOU!



FORE!



DINTY?



HELLO
JIGGS!

MOTORISTS THIS IS YOUR PAGE



TO most of us, cotton is just cotton. But cotton growers know differently. They know that Mother Nature created, not one kind of cotton, but several. And that from among these several varieties, she picked one to be better than all others. To this favoured variety she gave the longest, strongest, silkiest fibres; she made it most valuable to man.

In the same way, Mother Nature created, not one kind of crude oil, but several. Then just as she made one kind of cotton better than others, so she picked one crude oil and made it best of all.

Mother Nature made this one crude oil of finer materials — free from tar, asphalt and sulphur compounds. She made it richer — far richer in lubricating value.

With such a start in quality, it is not in the least surprising that Pennsylvania crude oil yields the finest lubricating oils known to man. Oils that are longer-lived, that will not break down under the terrific heat experienced in the modern motorcar engine and that will, under normal conditions, give at least 1,000 miles of super-lubrication to a filling.

From this high quality crude oil we make Gargoyle Mobiloil — the most economical and efficient motorcar engine lubricating oil because it positively seals the clearance between piston ring and cylinder wall — and a perfect piston seal means maximum power — reduces crankcase dilution, minimizes gasoline consumption.

AND last but not least, Mobiloil almost totally eliminates friction — the greatest of all metal destroyers. Thus doing away with premature wear and consequent unnecessary repairs and replacements.

We respectfully suggest to you that you drain the old oil while the engine is hot and refill to proper level with the correct grade of Gargoyle Mobiloil.

VACUUM OIL COMPANY

The World-Wide "Why I'd buy a Plymouth" Contest

**Magnificent Prizes—Interesting
— Easy to Try —**

Plymouth invites you to enter the world-wide "Why I'd buy a Plymouth" Contest... an unusual opportunity to compete without obligation or cost for splendid prizes well worth your time and interest.

The prizes described at the right will be awarded to those who write most convincingly the reasons why the new, finer Plymouth is a good car to buy. Fine writing is unnecessary. Knowledge of the car and its important superiorities is the most important thing.

We will gladly help you to win by demonstrating the Plymouth to you and describing its many unusual features.

The contest closes at midnight, October 20th. Enter now. Come in and get entry blank and complete information.

PLYMOUTH
CHRYSLER MOTORS PRODUCT

**PRIZES SOMEBODY
WILL WIN...
WHY NOT YOU?**

**\$1,000 A YEAR FOR LIFE
FIVE AROUND
THE WORLD TRIPS
FIVE \$1,000 CASH PRIZES
TWENTY-FIVE
PLYMOUTH CARS
AND 975 OTHER CASH
PRIZES RANGING FROM
\$10 TO \$500 EACH**

THE NATIONAL MOTOR CAR CO.
484-486, QUEEN'S ROAD, WEST.
TEL. 25674.

ENGINE TESTS.

Under Genuine Service Conditions.

It often happens on a new car that some small defect, becomes apparent. Perhaps the dynamo does not charge or the ammeter fails to record. This is usually due to the fact that although the engine itself may have been bench tested, the components have undergone a somewhat perfunctory test on the road only.

At the famous works in Derby, where Rolls-Royce engines are made, such possibilities of trouble are eliminated in the Engine Test Shop. When an engine has been through its preliminary light running test, it is mounted on a test bed and is coupled up to a Heenan & Froude water brake. Here the battery, magneto, dynamo and all the dashboard instruments are connected up and the engine is run exactly as it is when in service in the car. The various components thus get a complete test *in situ*, in addition, of course, to the previous individual tests to which each has been subjected.

At the start of this "Endurance Test," as it is called, the unit is run for half an hour under light load; it is then run for a similar time at 1,000 r.p.m. under quarter load, after which the speed is increased to 1,500 r.p.m., the load to three-quarters and the running period to an hour. When this is completed it is run for three separate "bursts" of five minutes at 2,000 r.p.m. under full load.

Power curves are then taken. These are obtained by five minute runs under full load at 500, 750, 1,000 r.p.m., and so on up to 3,000 r.p.m. Readings are taken, and each engine must conform to a definite standard of consistency. Actual petrol consumption tests are also recorded on flow meters and here again, consistency is the key-note. It is only when these and many other details have been completed, that the unit is passed on for examination, decarbonising, etc., before being fitted to a chassis and subjected to weeks of testing in the works and on the road.

It is often said that cheap mass-produced cars are like peas in a pod, that one is exactly like the next. This may be true as regards appearance but, as everyone knows, the performance of such cars varies enormously. Actually it is in such a works as the Rolls-Royce that chassis which are "all alike" are produced, for each one is tuned and tested until it is exactly as good as the next—and up to the very high standard set for it. Individuality, of course, is found in the bodywork, for since the Rolls people do not undertake coach-work, appearance is in the hands of the body-builder and it is seldom that any one finished car resembles another.

PRIZE CONTEST.

Offered on Plymouth Car.

A world-wide contest, involving a remarkable list of prizes, was announced to-day by a local Plymouth dealer. This contest will feature the Plymouth Car, the Chrysler-built leader in the low-priced field.

An Income For Life.

Full details are announced to-day concerning 1,011 prizes, that will be given winners of a short essay contest on "Why I'd Buy a Plymouth." Everyone over legal driving age is eligible to participate. No engineering knowledge will be necessary. Those entering will base their opinions on facts gleaned from a special demonstration to be given by local Plymouth dealers.

First award will be a thousand dollars a year for life. To the next five winners will go a year's trip around the world, all expenses paid. There will also be five cash prizes of \$1,000 each, and 25 Plymouth cars to be awarded. The 975 remaining prizes consist of cash awards of \$500 and down.

Local Dealers will Co-operate.

The Plymouth car is one of the sales leaders in the low-priced field. Brought out by Chrysler in 1926, it has enjoyed the distinction of being the only full-sized car in its price class. It is handled everywhere by the Chrysler, Dodge and De Soto dealers who will co-operate in this contest.

The latest date on which entries for this contest may be posted from Hong Kong is October 20.

CONTROLLED SERVICE.

For Users of Ford Cars.

Controlled service for the benefit of Ford automobile users as it operates to-day is a far cry from the service provided by Henry Ford in 1908 but it is founded upon the same principle.

In his early days of automobile manufacture, Mr. Ford frequently would deliver a car personally to the new owner and see to it that arrangements were made to keep it in good running order. Usually he would find the best mechanic available and explain the construction of the car to him. When such a mechanic was not to be found the town blacksmith was pressed into service.

Obviously, as the business grew this personal service became impossible. But Mr. Ford made it his business to have appointed, in the ever-widening circle of towns, capable men who would devote their entire time to the care of Ford

automobiles. This force of men worked under close factory supervision and according to set standards.

The controlled service, as it has now become known, was founded upon the initial business principles which actuated Mr. Ford, namely that his obligation to car purchasers did not end with the sale.

Just as the Ford Motor Company was the pioneer in the making of "a strong, simple, satisfactory automobile at a low price" so it also was the pioneer in establishing complete and satisfactory service facilities. Provision for the speedy purchase of parts and repairs at a reasonable cost were the innovations of that service.

There are to-day more than 8,000 Ford dealers in the United States whose mechanics have been trained in special schools conducted by the Ford Motor Company and who are equipped with the latest service machinery. No matter in what section of the country the car owner may find himself, there is a Ford dealer prepared to render prompt and business-like service at fair charges, eager to relieve the owner of care of his car and help him get thousands upon thousands of miles of satisfactory, enjoyable motoring at low cost per mile.

FISK

AIR FLIGHT

PRINCIPLE TYRES

NEW IN PRINCIPLE IN PERFORMANCE IN PRICE

MEANS MORE

mileage

Obtainable at all garages upon request.

Sole Distributors:

GILMAN & CO., LTD.

4A, Des Voeux Road Central.

Telephone 28011.



LEAD

THE

WAY

ON A

B.

S.

A.

Sole Agents:

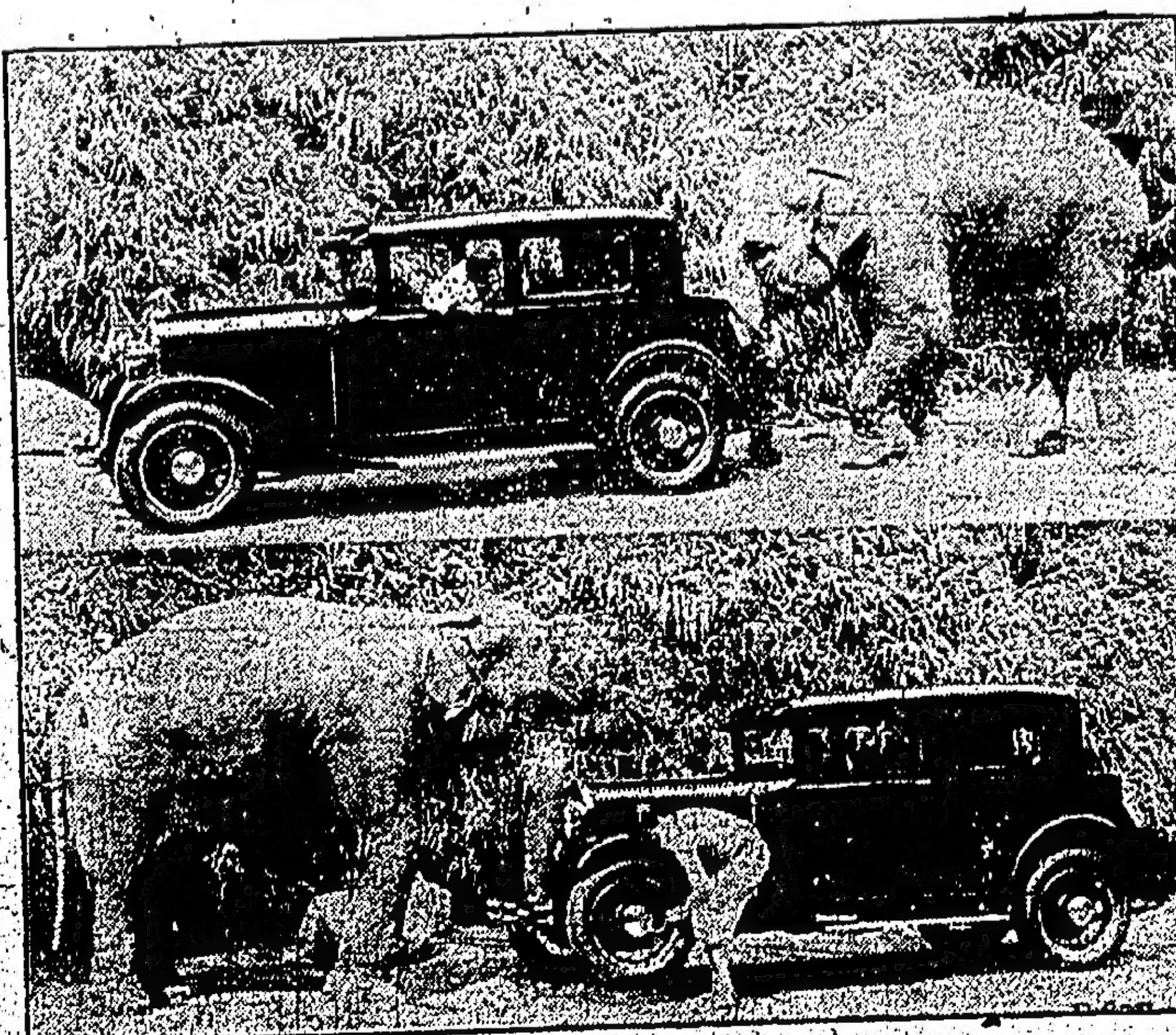
SINCERE'S

GUY TROLLEY BUSES.

The interest which is being shown in trolley omnibus development in Britain is by no means a purely national matter. On the Continent of Europe and in fact throughout the World interest has been stimulated to a marked degree, as is proved by the large number of overseas engineers who visit the principal trolley bus installations in Great Britain. Most of these visitors have returned to their own countries enthusiastic about the possibilities of the trolley bus for dealing with traffic densities and special characteristics. It is, therefore, significant that Guy Motors Limited—the World pioneers of the six-wheeled double deck trolley bus—have recently delivered an initial fleet of six-wheeled single deck trolley buses to The Societa Nazionale dei Chemins de Fer Vicinaux in Belgium, and to The Societa Elettrica Bresciana in Italy.

The popularity of the Guy trolley bus can, in a large measure, be attributed to the patented system of regenerative control which is exclusively fitted. When coasting down a hill the Guy trolley bus, instead of consuming current, generates it and puts it into the line. In one town in the South of England this results in an annual saving of £50 per vehicle in current consumption alone.

Dodge Brakes Stop 5-Ton Elephant.



Four-wheel hydraulic brakes on Dodge Brothers cars are more than one elephant-power as shown when Jumbo matches his five tons against this braking force. The car stands like Gibraltar because a force of 500 pounds per square inch can be exercised at each brake from a pressure of only 120 pounds at the brake pedal. The positive easy action of hydraulic brakes is assured by fundamental laws. Jumbo is finding an easier job lifting the car for a tyre than he is shown below although of course a jack is handier to carry around than an elephant.

OVER-CONFIDENCE.

Study the Psychology of Driving.

At the outset a word to the many who have joined the ever-increasing ranks of new motorists; Beware of over-confidence. And to those experienced ones: Study the elementary psychology of driving.

Much in the way of instruction and caution is given to the rank novice at the wheel. Long articles are written for his benefit, and detailed comments and illustrations are published to teach him the proper handling of his car. He is faced with innumerable "Don'ts" and "Shall nots," and is looked upon as a dangerous element until such time as he appears to have gained mastery over his car.

Now, follow this same individual when the scare of driving has been overcome, when all the exaggerated beginner's "boggles" of motoring have lifted from his imagination, and you will oft-times find him swinging to an extreme. He assumes that confidence which is not born of experience, and generally overestimates his driving ability, until such time as his judgment is quickened, perchance by some hairbreadth escape, writes C. F. Beauvais in the Autocar. He is therefore a more likely source of danger when he first appears proficient and begins to drive his car in the literal sense than he was as a beginner.

Experienced Drivers' Not Spectacular.

The experienced driver is seldom spectacular, while the one with a newly acquired sense of control believes for a while that his lessons are at an end, and forgets that a car provides us all with innumerable opportunities of making fools of ourselves and being a menace to others.

It is not wise to assume that the driving of a car is a type of activity limited in its scope to the actual manipulation of its mechanism; it encompasses a much wider field of thought and responsibility. In its deeper analysis it is a progressive accomplishment which, if thoughtfully carried out, forms an exercising ground for the practice of consideration, calmness, alertness and rapid decisions.

For the promotion of increased safety every motorist should ponder the question of greater efficiency in driving, remembering, as we all do, how by the vigilance of those who are adepts in the art of driving we have been spared much serious trouble.

Mastery of the controls of your machine is one thing, but the lessons of restraint and control of your own voluntary and involuntary actions with your car are another, and by far the greater, factor towards good driving and general safety.

Unquestionably, more than just driving knowledge is essential now that the number of vehicles, and their speed are rapidly on the increase. Individual tendencies, including one's number of accidents, even to their total elimination, for intelligence at the helm is the only practical way out of mishaps.

As Others See Us

As we do not readily possess the gift of seeing ourselves as others see us, it will be no effort to call to mind that fellow we all of us sometimes encounter, often rather young driving with much noise a light sports two-seater. He seems to exclaim, if not in words, "I am a real expert at driving," with a capital D. The gears go in with a bang, and so does the clutch, the accelerator is touching the floorboards, while the back wheels polish up the roadway. Round blind corners he goes, maintaining an artificially placid air of boredom and generally running most inordinate risks at cross roads.

A driver, in short, who seems not to remember that he is steering so many hundredweight of metal through the air, and forgets about momentum until it is sometimes too late. Could this be called driving? Well yes—in the literal sense.

With the automobile of to-day there is no need for affectation, pride, or any abnormal and unmanly idiosyncrasy. Smoothness and comfort characterise car driving. It breathes swift restfulness, and should give man added opportunity for peaceful yet rapid deductions.

I must admit that I scarcely like the use of the word "driving" as applied to the automobile. It certainly corresponds better with cattle, or chariots. It suggests what it means; it hints at force. The dictionary, amongst its definitions of driver and driving says: "Having force—of impulse, to urge forward by force, to move by physical means."

Driving, then, does not seem a suitable word for the gentle art of conducting such a silent and efficient piece of mechanism as the modern car. Its manipulation is really delicate. There is no wrestling required. Is this the reason why our continental friends always refer to the driver as "Conducteur"?

Silence is golden it is said, and this truly applies to the motor car, for quiet working is a sure sign of efficiency. This silence, when supplemented with real driving ability, assures that absence of strain and fatigue which is otherwise so noticeable at the end of a long day's run.

When touring it is not advisable to adopt the practice of either the hare or the tortoise. Road conditions often set the pace, but, if possible, steady, moderate speed on the open road is preferable to dangerous rushes or incomprehensible sudden crawls, especially when occupying the crown of the road.

The fact that we travel fast or slowly is not necessarily to label ourselves reckless or timid. It is the motive that really counts, and a mental survey of our purpose is quite a good thing with which to occupy our thoughts before starting out for a run.

If we are touring for pleasure, let us assure it by being courteous to other road users, and refrain from being exacting and short-tempered, not fearing to give way to other motorists, who perchance may be on business and have little time at their disposal.

Safety first—the safety of others first—is a good rule to observe, together with a determined refusal to cultivate the acquaintance of that twin brother of ignorance, "Chance."

One terrible offence which appears very prevalent on our highways and by-ways to-day is the habit of thinking that because a driver wishes to overtake another car he has entered upon a speed challenge—whereupon the one being overtaken immediately accelerates.

Now, are we amongst the type of persons who treat a light car as a heavy station bus, the four as a racing car, the light sporting roadster as a steam wagon, and so on? Do we race the engine out of all reason and appear to have no idea of speed or pulling-up distances, so that late and violent brake applications are necessary, and thus do not obtain the best running results? Are we unable to restart on any steep incline without being a danger to the one behind, appearing neither mechanically sensitive nor sensible?

Should we find that we answer any of these descriptions, let us hasten to be more kind to our neighbour and endeavour to graduate away and above car "driving" in the literal sense and thus reduce the toll of road accidents. Too many of us attain a mild proficiency in a few lessons, and do not trouble to improve any more, being quite content with the ability to make a car start and stop, while all the finer points in driving are neglected. Alertness is what is needed; there is greater danger in an over-cautious dullness than in swiftness with an alert mind.

What, then, can be termed efficient driving or a first-class driver? Is it not one with a well-developed sense of proportion and a considerate character—a quick thinker?

Yes, these fundamental qualities are indispensable, for the more we care to look into things for the purpose of advancement, the more do we discover that the external effect relies on the internal qualities.

Character is often clearly revealed at the wheel. So, whatever term we favour in lieu of "Driver," let us be careful not to drive in the literal sense of the term.

A 35-DAY JOURNEY IN 35 HOURS.

One of the longest distances travelled regularly, to market fat cattle, is reported from Western Australia, where a Leyland "Terrier" and trailer are being used to transport 20 head of prime cattle across country from Roy Hill Station to Melkatharra rail head, a distance of 340 miles each way.

This Leyland vehicle is a six-wheeler of 6½-ton capacity and makes three trips a fortnight with eleven head of cattle on the lorry and nine on the trailer. In order to minimise the length of time in which the cattle will be kept in one position, the journey is made in one continuous run which lasts about 35 hours. This new method of transport has the advantage of obviating the loss in condition of the cattle, which would occur in driving, and it is interesting to note that the top price is always secured for cattle thus transported.

Owing to the great distance which has to be travelled across country, for nearly 250 miles of which will be seen nothing but kangaroos, the vehicle is fitted with a very large cab which provides space for a bunk and personal luggage, food, etc., and additionally, tanks for petrol and water.

AT HUMBERS.

Striking Speech by Mr. J. H. Thomas.

The Right Hon. J. H. Thomas, Minister of State for the Dominions, and the Right Hon. S. M. Bruce, Ex-Premier of Australia, recently paid a visit of inspection to the Humber and Hillman works at Coventry.

After seeing the vast work of re-organisation which is now approaching completion and after inspecting the various models, particularly the Humber "Snipe" and the Hillman Straight-Eight, Mr. Thomas addressed a great assembly of workers during their dinner hour.

In the course of an extremely witty and forceful speech, he said that there was no solution to the problems of unemployment except by getting more customers for our products. "Road work," he continued, "for which I sanctioned an expenditure of one hundred million pounds, can be but a temporary relief. The real problem is to find permanent employment for the technical craftsman whose skill has contributed so much to the traditional excellence of British workmanship. We are not handicapped for brains, skill, energy or willingness to work, but merely because we have not applied ourselves to the changed conditions of to-day."

"That is why I am so impressed with what I have seen at the Humber works, both in the cars and the shops themselves. There is no industry that offers such great opportunities for employment; I congratulate this firm on its foresight and on the progress made towards reduced costs and increased production which alone are the foundations of permanent prosperity."

Mr. Thomas was followed by Mr. S. M. Bruce who remarked that as a private individual he was able to say what he could not in his former position as Premier. In motor cars alone he calculated that in the three Southern Dominions, Australia, South Africa and New Zealand, there was a market worth no less than £18,000,000 a year. He had had some hard things to say of British manufacturers when he attended Imperial Conferences some years ago, but what he had seen at Humbers showed him that there was now no cause for criticism.

"I have a Humber 'Snipe' myself," he said, "and I am satisfied that this is definitely the car the overseas motorist wants. I have had wonderful service from it including an arduous tour in France of 2,500 miles and another in Scotland of 1,500 miles and not a moment's trouble yet. Go on producing a car like this and you have the world markets at your feet."

Amongst the guests was Sir George May, head of the Prudential Assurance Co., who in a speech after the luncheon referred to Messrs. Rootes's million-pound scheme for establishing service stations throughout the world.

Messrs. Thomas and Bruce also spoke again after the luncheon, the former paying a tribute to the achievements of the Rootes brothers, whose spirit of enterprise and high endeavour he cited as an example to all ranks in British industry.

OVERSEAS TRIBUTE.

British Commers Praised by Canadian Engineer.

The Canadian motor car market is generally supposed to be an extremely difficult one for British manufacturers to penetrate. Particular interest attaches, therefore, to the glowing tribute paid by the City Engineer of Edmonton, Alberta, to the lasting qualities of a British commercial vehicle which has been in service there for just under twenty years.

"A Commer truck bought by us in 1911," he states, "has been in use ever since. It is equipped as a flusher, and has been constantly run for sixteen hours a day in the summer months. No evil results of overloading have been observed, and the machine has still a useful life before it."

Just recently the city bought a Model 5-GN Commer which is also being used as a street-flusher. The weight of bodywork and equipment, together with a load of over 1,200 gallons of water, amounts to rather more than the scheduled weight of this chassis. Yet, in spite of the overloading, no trouble, states the City Engineer, is anticipated—a handsome tribute to the quality of the materials used and the soundness of the vehicle's construction.

The total cost of the chassis and its special equipment is, in sterling, about £2,250, which, remarks the City Engineer, "compares favourably with other units we have purchased."

Personal luggage, food, etc., and additionally, tanks for petrol and water.



"Look at that new Buick pulling so easily through this deep sticky mud."

"Yes—it must be a pleasure to own a car like that—to travel anywhere—with no fear of getting in trouble."

GET behind the wheel of the new Buick Eight to-day. Head out on a road where you can open the throttle—or over routes where drivers of other cars, no matter how costly, will not venture! Then you'll understand the reason for the confidence motor car buyers have in Buick—why thousands of dollars worth of Buicks were sold—before the car was ready!

Buick with its tremendous horse-power, valve-in-head, eight-in-a-line motor, new synchro-mesh transmission, and its 37 other major features and improvements gives you a thrill absolutely new to your motoring experience.

We have a car ready to give you a free demonstration.

The
BUICK 8
The Eight with
Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD

Telephone 30228.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

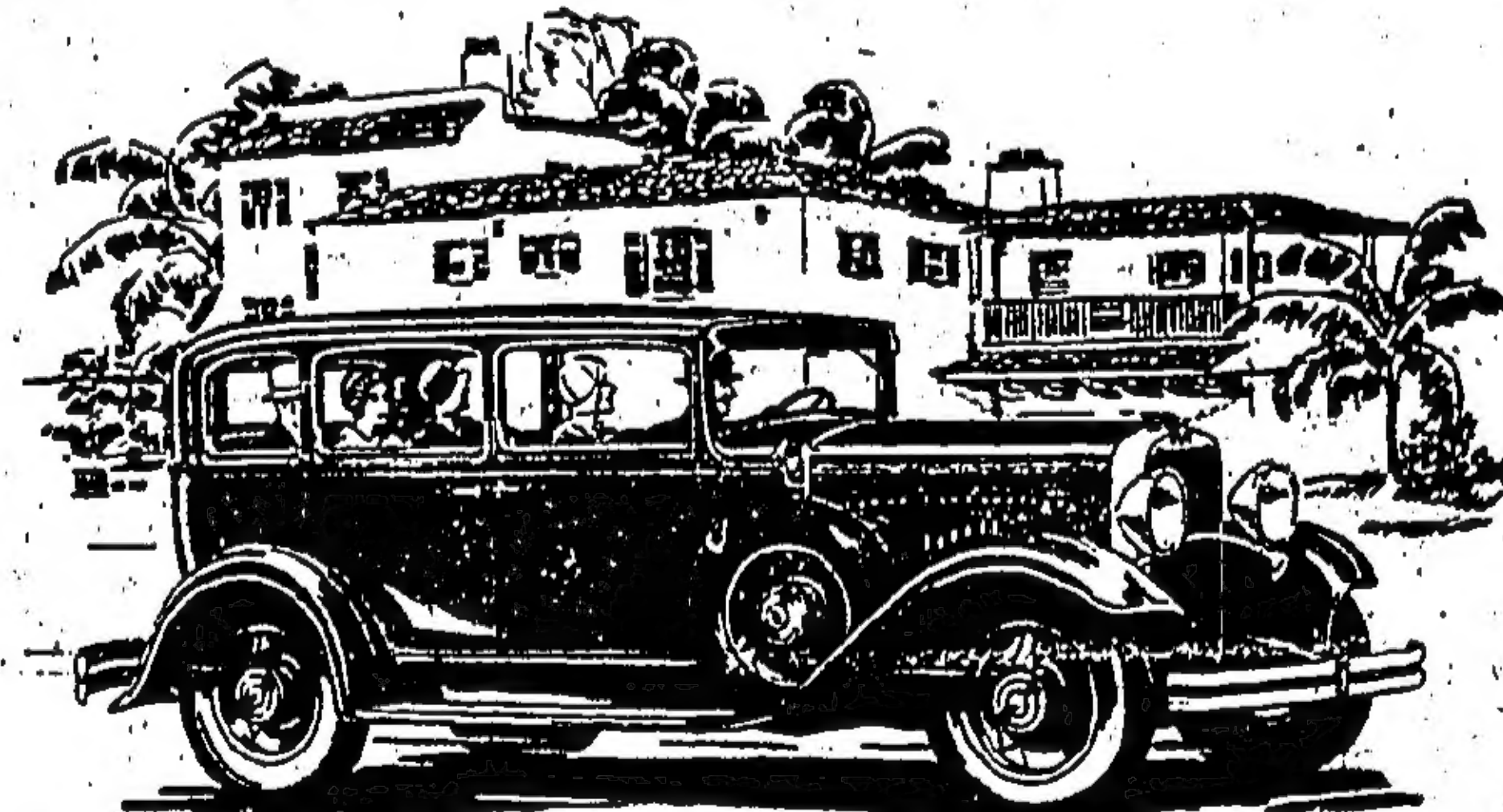
MOTOR OILS.

- GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56226.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22235.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MORE
for the price



The new Dodge Eight-in-Line embodies every quality refinement that makes the ownership of a motor car a source of permanent satisfaction. Built to those exacting standards Dodge Brothers have always upheld, this car represents a measure of value that is by far the most impressive in all of Dodge Brothers history.

MORE in quality. An Eight built

to Dodge Brothers exacting standards of dependability and stamina. MORE in performance. Brilliant acceleration, astonishing smoothness, exceptional economy—provided by advanced eight-cylinder engineering and new down-draft carburetion. MORE in luxury. Never before at such a low price an eight so replete with de luxe appointments and exclusive fine-car features.

DODGE BROTHERS

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

SEND IT HOME.
MENTAL TONIC
"OVERLAND CHINA MAIL"
CREAM OF THE WEEK'S NEWS
FREE ILLUSTRATED SUPPLEMENT.
READY TO-MORROW
25 Cents. 25 Cents.

The China Mail

Thursday, October 9, 1930.
Eighth Moon, 18th Day.

ESTABLISHED
1845

大英十月九號 禮拜四
中華民國庚午年八月十八日

HONG KONG, THURSDAY, OCTOBER 9, 1930.

FLETCHER'S INHALINE
Cures COLDS
Prevents & relieves NASAL CATARRH and INFLUENZA.
The penetrating vapour of INHALINE, when inhaled, passes harmlessly and effectively into every corner of the nasal and oral cavities, creating an antiseptic atmosphere which is at once healing and germicidal.
THE PHARMACY
Aetate Building, 26, Queen's Rd. C.
Telephone 20345.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"CALCHAS" 14th Oct. M'Isles, L'Isle, L'Isle and H'burg.
"ANTENOR" 20th Oct. M'Isles, L'Isle, L'Isle and Glasgow.
Cans at Casablanca.

LIVERPOOL SERVICE.

"EUMAEUS" 26th Oct. Genoa, Havre, Liverpool and Glasgow.
"TANTALUS" 26th Nov. Genoa, Havre, Liverpool and Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"IXION" 9th Oct. For Victoria, Vancouver & Seattle.
"TYNDAROS" 9th Nov. For Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"AGAPENOR" Sails 17th Oct. For Davao, Cebu, Iloilo, Manila, New York, Boston & Baltimore via Luzon.

INWARD SERVICE.

"DIOMED" Due 12th Oct. For S'hai, Moji, Kobe, Yokohama, Otaru and Vladivostok.
"HECTOR" Due 17th Oct. For Shanghai, Taku and Dairen.

PASSENGER SERVICE.

"HECTOR" Sails 18th Oct. For Shanghai, Taku and Dairen.
"ANTENOR" Sails 20th Oct. For Singapore, M'Isles and London.
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—
Butterfield & Swire,
Agents.

PERNAMBUCO LOST.

TAKEN BY REBELS AFTER 24 HOURS STRUGGLE.

BRAZIL'S CIVIL WAR.

New York, Yesterday.
A message from Buenos Aires states that the rebels captured Pernambuco after a 24-hours struggle.

[Yesterday the Brazilian rebel army, 80,000 strong, was reported to be marching on Sao Paulo, and Rio de Janeiro.]

Commander Captured.

A stern struggle is developing in Brazil between the Federal forces and the rebels. There were 150 casualties before the rebels captured Pernambuco City, after much shooting, in which school-boys participated.

The insurgents have established a provisional Government at Pernambuco. Federal aircraft dropped smoke bombs on various towns in Minas Geraes, to impress the inhabitants, but it is reported that the rebels caught the Commander and the entire staff of the Federal Army marching to Rio Grande do Sul, whereupon they captured the Commander and telegraphed the President "Advise you to resign." — Reuter's American Service.

R.101 SURVIVOR DIES.

RIGGER SUCCUMBS TO HIS INJURIES.

SAVED FROM THE WRECK.

Beauvais, Yesterday.

Aircraftman Church, a rigger on the ill-fated British airship R.101, who escaped from the blazing wreckage when the airship crashed here on Saturday, died in Beauvais Hospital to-day from his injuries.

Inquest Formally Opened.

London, Yesterday.
The inquest on the airship victims was formally opened at Westminster. No evidence of identification was called and the coroner adjourned the proceedings until the completion of the forthcoming statutory tribunal's report. — Reuter.

Hundreds of war invalids from the provinces attended a garden party at Buckingham Palace.

Dr. De Salls, Bishop Suffragan and Archdeacon of Taunton, who is 70, has resigned his residential canonry of Wells Cathedral.

TO BE RE-HEARD.

CHARGE AGAINST A PIG KILLER.

On September 30, at the Kowloon Magistracy, Mr. H. R. Butters heard a case in which Wong Wai, a pig killer, was charged with having cut and wounded Cheung Hong, also a pig killer at the Ma Tau Kow Slaughter House on September 27.

The accused pleaded "Not Guilty" and evidence was accordingly taken, at the conclusion of which the Magistrate found Wong Wai "guilty" and passed sentence of three weeks' hard labour. His Worship also bound him over in a bond of \$100 to be of good behaviour for one year.

This morning, the case was again mentioned before Mr. Butters, when Mr. F. H. Loseby, on behalf of Mr. F. C. E. Rendall, applied for a date to be fixed for the re-hearing of the case.

His Worship fixed October 24 at 2.15 p.m.

FEMALE TRESPASSERS.

A Chinese woman was to-day charged before Mr. Butters with having trespassed in a Government plantation. She pleaded guilty.

Mr. J. R. Carr, Supervisor of the Botanical and Forestry Department, said that the woman, at the time of arrest, was carrying some pine branches, which had been previously cut down, and were probably spread out to dry.

The woman was fined \$15 with the alternative of two weeks' jail.

In another case, a Chinese girl pleaded guilty to a similar charge. It was stated by Mr. Carr that she was cutting grass with others on a hillside. His Worship administered a caution.

A saloon motor-coach travelling from Windsor to London was destroyed by fire near Eton College, but nobody was hurt.

DOCTOR'S ACTION.

ALLEGED EMBEZZLEMENT BY PARTNER.

SHIPPING FIRM INVOLVED.

A case was mentioned before Mr. E. H. Williams this morning in which a Chinese named Ng Kwong-ting, described as a partner in the Yee Fung Shipping Co., of 99, Wing Lok Street, is charged with the alleged embezzlement of \$4,750, the property of the firm.

The prosecutor is Dr. Lam Yung-hi, another partner of the firm who acts as medical officer on board the s.s. Seistan, which is owned by the Company.

The case for the prosecution is in the hands of Mr. E. S. C. Brooks, whilst Mr. J. M. Remedios is for the defence.

It was stated that Dr. Lam is at present on the s.s. Seistan, which is due back here from Singapore in a fortnight's time. The Magistrate accordingly remanded the accused for one week formally, and allowed bail in the sum of \$5,000. The accused will have to be remanded once more next week before a date can be fixed for the hearing of the case.

TWO TO ONE.

QUARREL OVER LUGGAGE MONEY.

BAMBOO AS WEAPON.

Two market coolies appeared before Mr. H. R. Butters this morning, one as the complainant (with a bandage round his head) and the other as the defendant, in an assault case.

Detective-Sergeant W. G. Humphreys informed the Court that the incident took place outside the Star Ferry Wharf at Kowloon yesterday afternoon. Complainant, defendant and another were engaged to carry luggage for which work complainant received \$1.80. He divided the dollar between the defendant and the other man, retaining 80 cents, out of which he had to pay for the truck hire.

Not being satisfied with the money they received defendant and the third man set upon complainant, who was hit on the head with a thick bamboo pole by the defendant. Complainant lost a considerable amount of blood, and when he went to the Police Station yesterday two cuts on his head were rather serious.

Defendant was sentenced to two weeks' hard labour by his Worship, who also bound him over in a bond of \$50 to keep the peace for a period of six months.

AMUSEMENTS

AT THE **QUEEN'S** FROM TO-DAY PUNCTUALLY
At 2.30, 5.10, 7.15 & 9.20.



SUNNY SIDE UP
...original songs, story & dialog by DE SYLVA BROWN & HENDERSON...
with JANET GAYNOR & CHARLES FARRELL
Directed by DAVID BUTLER

COMING SHORTLY

VILMA BANKY HER ALL-TALKING DEBUT



A Lady to Love
Edward G. Robinson
A WOMAN won by corruption... One glorious night... with laughter!

THE CHINESE DRAMA

"The FIGHTING APE"
WITH TITLES IN ENGLISH.

AT THE **WORLD** TO-DAY TO SATURDAY
At 2.30, 5.15, 7.15 & 9.20
(Interpreter at all performances)



MODERN LOVE
It's a Universal!

AT THE **STAR** TO-DAY TO SATURDAY
At 5.30 & 9.20

CENTRAL THEATRE

TO-DAY TO WEDNESDAY
DAILY AT 2.15, 5.10, 7.15 & 9.20 P.M.

SPECIAL HOLIDAY MATINEE
ON FRIDAY OCT. 10 (CHINESE NATIONAL DAY)
AT 11.30 A.M. PRICES SAME AS AT 2.15.

THE BIG PICTURE OF 1930.




PARAMOUNT ON PARADE

Join in the Whoopie with 30 Famous Stars!

- | | |
|--|---|
|  RICHARD ARLEN
Singing, dancing! |  GEORGE BANCROFT
Fighting for fun! |
|  CLARA BOW
Strutting "It"! |  EVELYN BRENT
Slapping her pappy! |
|  CLIVE BROOK
Sleuthing the laff! |  NANCY CARROLL
Shaking a sugar-foot! |
|  RUTH CHATTERTON
Stirring your heart! |  MAURICE CHEVALIER
Poufing the pouf! |
|  GARY COOPER
Speaking his love! |  LEON ERROL
"Dying" to meet you! |
|  SKEETS GALLAGHER
Starting the fun! |  HARRY GREEN
"Teasing" the Tyrodeur! |
|  HELEN KANE
Booping a new doop! |  DENNIS KING
Singing — and how! |
|  ADE LYMAN
— and His Band! |  JACK OAKIE
Okaying the party! |
|  ZELMA O'NEAL
"Wrestling" with Oakie! |  WILLIAM POWELL
Solving your troubles! |
|  BUDDY ROGERS
Crooning and Jaz-zing | * AND MORE ! |

ADVANCE BOOKINGS AT ANDERSON & THE THEATRE (25750)

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN, Windsor, Business Manager, at No. Wyndham Street, Hong Kong.



Prevent and cure
Prickly Heat
Afridol Soap
BAYER



Fashion Madness
with **REED HOWES**
A drama of Tense Emotions.
M A J E S T I C
Nathan Rd. Kowloon.